

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,336 " " " R. D. Thomas.
"FATSHAN," 2,280 " " " W. A. Valentine.
"HANKOW," 3,073 " " " C. V. Lloyd.
"KINSHAN," 1,995 " " " J. J. Louisa.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
"NANNING," 589 " " " Q. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shie-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
Canton to Tak Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single \$7.50.

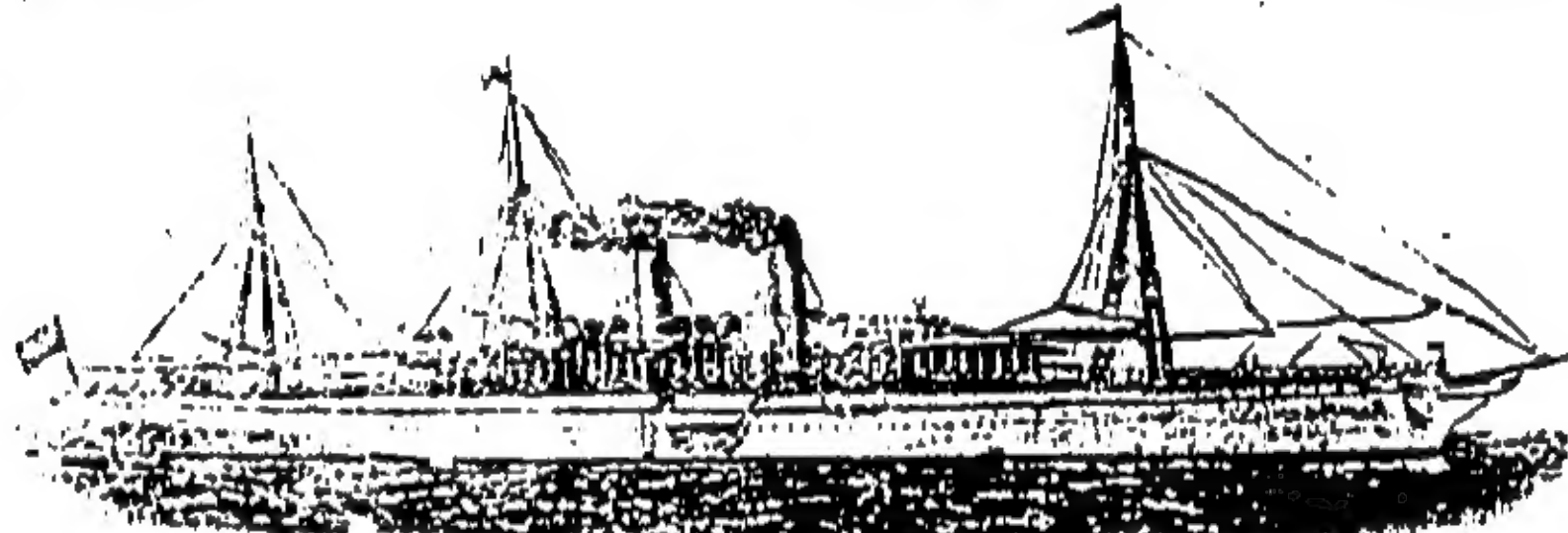
HONGKONG-WUCHOW LINE.

S.S. "LIN FAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shie-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon, Single \$6.00.
Hongkong to Kumchuk, Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPERESS OF INDIA" 6,000 Tons, WEDNESDAY, 19th April.
"TARTAR" 4,425 " " " WEDNESDAY, 26th April.
"EMPERESS OF JAPAN" 6,000 " " " WEDNESDAY, 10th May.
"ATHENIAN" 2,440 " " " WEDNESDAY, 24th May.
"EMPERESS OF CHINA" 6,000 " " " WEDNESDAY, 31st May.
"EMPERESS OF INDIA" 6,000 " " " WEDNESDAY, 11th June.
Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent "Twin-screw" "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information. Maps, Charts, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.
Hongkong, 29th March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAVRE, BREMEN AND HAMBURG.	10th April.	Freight and Passengers.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).		
MASSOVIA	HAVRE AND HAMBURG.	27th April.	Freight.
Cantiény	(Calling at SINGAPORE & COCHIN).		
BERBIA	HAVRE AND HAMBURG.	10th April.	Freight.
Jacob	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAVRE AND HAMBURG.	2nd May.	Freight and Passengers.
Maden	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAVRE AND HAMBURG.	10th May.	Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		
BENEGAMBIA	HAVRE AND HAMBURG.	10th May.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).		
C. FERD. LAEISZ	HAVRE AND HAMBURG.	13th June.	Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).		
BRISGAVIA	HAVRE AND HAMBURG.	27th June.	Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).		
NUBIA	NEW YORK VIA SUEZ.	15th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

For further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 1, Queen's Buildings.
Hongkong, 14th April, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 31 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Frehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ SEGISMUND	TUESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 26th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAVERN	WEDNESDAY, 10th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th April, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half April	JAVA PORTS	Second half April
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAH	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 14th April, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 29th December, 1904.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
GRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.
Sole Agents for
JERGUSON'S "SPICI" L CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveysors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 373

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[76]

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

[206]

C. W. MEAD, C.E., President and Shanghai Manager. N. M. HOLMES, C.E., Vice-President and Hongkong Manager. A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

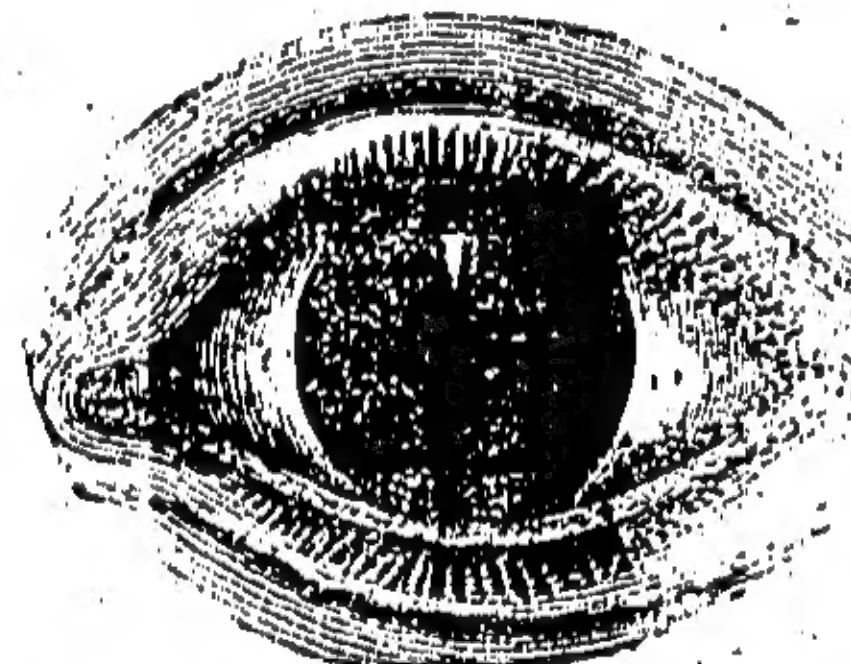
Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering. A Speciality made of Reinforced Concrete and Concrete Tiles. Examinations Surveys Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

[208]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUIAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanking Road
Hongkong, 24th March, 1904.

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

29) KOWLOON. J. W. OSBORN, Proprietor and Manager.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[28]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Hooks for the Children of the Poor School. No are taught by the Sisters. Hongkong, 22nd April, 1905.

Intimations.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

(OPPOSITE THE CLOCK TOWER)

SHIRTS!
SHIRTS!
SHIRTS!

Our New Stock of
Spring & Summer Shirts
has just arrived.

ELEGANT
PATTERNS IN
LIGHT-WEIGHT
ZEPHYR,
CELLULAR,
SILK & WOOL,
&c., &c., &c.

NECKWEAR!
NECKWEAR!
NECKWEAR!
NEW & EXCLUSIVE
DESIGNS.

UNDERWEAR!
UNDERWEAR!
UNDERWEAR!

A fine Selection of
INDIA GAUZE,
BALBRIGGAN,
LISLE THREAD,
SILK AND
SILK AND WOOL
UNDERWEAR
especially suitable for
this climate.

HALF-HOSE!
HALF-HOSE!
HALF-HOSE!

GOOD QUALITY,
SMART PATTERNS,
MEDIUM AND
LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 11th April, 1905.

Intimations.

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING OF THE MEMBERS OF THE HONGKONG CLUB will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 12th April, 1905.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS OF the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M. A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May. By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 13th April, 1905.

NOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN" (Gong No. 208, Wing Lok Street, Victoria, Hongkong, Merchant, will not be responsible for any debts contracted by his son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy.

The Public are hereby warned against lending him money or contracting with him in any manner.
Dated the 15th day of April, 1905.
EWENS AND HARSTON,
Solicitors for NG LI HING.

WEISMANN, LTD.

RECOMMEND THEIR

HOT-CROSS BUNS, 60 CENTS PER DOZ.

PLEASE send your Orders in time to secure prompt supply.

H. WEISMANN,
Manager.

Hongkong, 15th April, 1905.

THE WISE MAN

BUYS A "SINGER," IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE.

FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905.

JUST LANDED.

NO Toilet Requisites are complete without these Soaps:—
PLANTOL FLORAL AND NATURAL
BOUQUET SOAPS.

Guaranteed made from Fruits and Flowers and to contain no animal fat. They are soothing and refreshing to the delicate skins.

ALSO
CARNAVAL (A LA ROSE) AND
STARLIGHT SOAPS,
pure, economical, agreeable and highly perfumed and a perfect toilet and nursery Soap.
Now on Show.

H. RUTTONJEE,
5, D'Almeida Street, Hongkong.
37 & 38, Elgin Street, Kowloon.
Hongkong, 8th April, 1905.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
1st HONG ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 21st September, 1898.

EXPLORATION IN FIJI.

DR. WOOLNOUTH'S EXPEDITION.

The expedition left Sydney in December last, and arrived on January 2 at Suva, where Dr. Woolnouth was welcomed by Dr. B. G. Corney. A hurricane greeted the visitors. After a little delay, due to the hurricane, in landing the stores, a start was made for the interior of the main island, Viti Levu. That island is sub-circular to sub-triangular in shape, with ranges of rugged volcanic mountains over 4,000 feet high towards its centre. For the most part, it is covered with very luxuriant tropical vegetation, so dense that it is absolutely necessary for an expedition traversing it to cut a path through the high reeds and canes and tangled undergrowth. The island measures about 65 miles from north to south, and 100 miles from east to west. It is drained chiefly by two large rivers, the Rewa, on the east, flowing from north-west to south-east, and the Sigatoka (Singatoka), on the west, flowing from north-east to south-west. The tributaries of these rivers almost meet towards the north, and some distance up the Rewa River from its mouth, a tributary river, the Wainimala, comes in from the west. The plan of these rivers is, therefore, something like the capital letter A, with the Wainimala forming a partial bar to the A.

Dr. Woolnouth's plan for exploring the interior was to strike up the Rewa River to its junction with the Wainimala, and voyage by canoe up the latter river to Navucini, and thence travel to the native town of Na-roko-roko-yawa, in the heart of Fiji. This town was to be his headquarters, from which he intended to organise expeditions to the Sigatoka Valley, on the west, and back again.

Dr. Woolnouth's earlier geological exploration of Viti Levu had proved the fact that under the newer rocks of that island, chiefly lavas, volcanic ash, and "soapstone," there exists a more or less extensive area of very ancient rocks such as diorite, granite, and schist, the relic of a once far greater land, which extended probably to New Caledonia and Australia. It was to the further study of these ancient rocks that Dr. Woolnouth intended to specially devote himself.

From Suva the expedition proceeded to Navucini, on the Rewa River, where they were hospitably entertained by Mr. Gemmel Smith, the manager in Fiji of the Colonial Sugar Refining Company. He very kindly sent them on up the Rewa River in Bau Levu 15 miles distant in his little stern wheel paddle-boat (a sort of pocket edition of the General Gordon, of Hawkesbury River fame). At Bau Levu they found their canoes and canoe-men had not arrived. They were most kindly entertained by Mr. Freeman, formerly of Bodalla, New South Wales. On the night of their arrival a second and violent hurricane, again accompanied by sheets of rain, swept over the country. A day later their canoes and canoe-men arrived, and they started on their 50-mile canoe voyage for Na-roko-roko-yawa. The rivers were in high flood. Messrs. Woolnouth and Goddard travelled in one canoe, with a crew of four splendid Fijian boatmen; while their stores were sent on in a second canoe. After two days' voyaging they reached the junction of the Rewa and Wainimala Rivers, and commenced to ascend the latter. Dr. Woolnouth writes: "The current simply ripped along, cutting over submerged boulders and breaking in lines of foam over those which reached the surface. The rapids, besides, were beset with jagged snags. The skill of the native boatmen was wonderful, and partly by pulling, partly by pushing, they brought us safely through to the town of Sereu. The only mishap was the partial swamping of the other canoe, in which most of our gear was stored, but fortunately it sustained little damage through the wetting. Sereu, one of the largest native towns I have seen in Fiji, consists of 125 houses, and has a population of between 600 and 800.

"The following day we climbed a mountain 12,000 ft. high, with a sheer precipice of 5,000 ft. from the top of which we could see the greater part of the island. On our way back we passed through thickets of wild pine apples growing like weeds. That evening on return to town we took part in a native cricket match. The bats were home made, the stumps were bits of wood about 18 in. high, and the balls were green wild shadocks. The bowling was undisguised throwing, and the batting nothing but slogging, so that the balls soon broke up, though it was surprising how well they lasted.

Later, with the help of a high chief Timoci (Timothy) the expedition succeeded in ascending the old volcano, Buke Levu (Boukey Lay-voo). The climb was a very heavy one, and a track had to be cut all the way to near the summit. The party had forgotten to take matches, but the young chief quickly made a fire-drill of two pieces of wood. The party camped in a cave 150 ft. below the summit of Buke Levu that night, and flashed signals to the towns they had left 2,000 ft. below. From the native town Navucini Dr. Woolnouth and Mr. Goddard started with four pack bullocks, eight paid men, and about six camp followers. The journey to Na-roko-roko-yawa, 24 miles distant, was performed chiefly in the rain, with occasional intervals of fine weather. A good view was obtained of the ranges 3,000 ft. high on the other side of the valley, where opposite to the expedition there was a waterfall, close to which they passed, about 12,000 ft. high, over which a river of considerable size plunges into the valley below.

The journey was continued for many hours after dark, but the track was partly illuminated by numerous brilliant fire flies, and the scents at night in the Fiji bush were delicious. After a few short trips into the surrounding country, during which time it rained almost incessantly, the heaviest part of the whole journey was entered upon, that of travelling

through the bush across densely wooded, steep, and high mountains, and swollen rivers over the Navosa plateau to the Sigatoka River, and back to Na-roko-roko-yawa. The distance, 110 miles, had to be covered on foot. Some hot springs, relics of former volcanic activity, were visited, and further extensive areas of granite and schist were found in the Ligatoka Valley. Several species of fresh water crustacea were secured, belonging to the genus paranephrops. After several adventures in crossing swollen rivers and climbing very boggy tracks over high mountains Na-roko-roko-yawa was regained.

The further doings of the expedition have not yet been reported, but a telegram was received at the University about a week ago from Dr. Woolnouth stating that in consequence of the Piharra being so much overdue the expedition would return by the Moana. The swollen state of the rivers prevented much attempt at prospecting the sands and gravels. Dr. Woolnouth stated, however, in his last letter that in spite of the rainy weather the expedition had accomplished fully three times as much scientific work as had been done on the former expedition.

ALL NERVES AND NO "NERVE."

THE CASE WITH OVERWORKED MEN WHO
NEED DR. WILLIAMS' PINK PILLS.

The man who has plenty of "nerve" can boast of nerves under proper control, but the man "all nerves" is the victim of a thousand miseries. "I have not taken a holiday for years," said Mr. Scaman to a reporter of the *Full Daily Mail*. "My hours are very long—8 a.m. to 11 p.m. daily—and one gets 'run down' being constantly on one's feet. As a result I became, at one time, so weak that it was a burden to stand at all. My nerves seemed to have been shattered, and I commenced to suffer agonies with neuralgia.

"Happily for me I was strongly recommended to try Dr. Williams' Pink Pills, and I can safely say that they restored me to health.

"When I got up in the morning I felt as tired as though I had not been to bed, and this listless feeling did not wear off during the day. My appetite left me, and it was a great effort to take any interest in my surroundings. I became weaker and weaker. On top of this trouble came acute neuralgia. My nerves were in a wretched state.

"Ordinary medicines had no beneficial effect on me. I was in despair, when Dr. Williams' Pink Pills were recommended to me. I sent for a bottle and I had not finished it before the neuralgia left me altogether. With this encouraging sign, I persevered. Then my appetite came back, and I got stronger bodily and my nerves no longer troubled me. Altogether I took five bottles of the pills, and I feel quite as well as I look.

Mr. Arthur H. Scaman lives at 121 Hawthorn Avenue, Anlaby-road, Hull, England. He concluded: "It is the strain of being continually at business that tells on a man, and it would be as well if those whose hours are long knew what a splendid pick-me-up Dr. Williams' Pink Pills are. In my case I can say that they have given me new life. I suppose my nerves and veins wanted new blood, and these pills make blood, as I know."

Of all medicines, Dr. Williams' Pink Pills are universally recognised as the best for men, for they make men bright for business. They have cured the most serious forms of nervous disorders, including paralysis and locomotor ataxia, while thousands have already testified to their value in St. Vitus' dance, sciatica, rheumatism, anæmia, indigestion, loss of appetite, general muscular weakness, and the ailments of women. Not a purgative, but a true tonic. Obtainable of all medicine dealers, also from Dr. Williams' Medicine Co., Holborn-viaduct, London, on receipt of 2s. 6d. for one bottle, or for six bottles 15s. 6d. post free. But substitutes are worse than useless.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100
Do. demand	100 7/16
Do. 4 months' sight	100 9/16
France—Bank T.T.	234
America—Bank T.T.	451
Germany—Bank T.T.	191
In fia T.T.	140
Do. demand	72
Shanghai—Bank T.T.	914
Japan—Bank T.T.	1124
Yan—Bank T.T.	1124

Buying.

4 months' sight L/C.	100 11/16
5 months' sight L/C.	100 13/16
30 days' sight San Francisco & New York	100
4 months' sight do.	100
30 days' sight Sydney and Melbourne	100 15/16
4 months' sight France	238 1/2
6 months' sight	240
4 months' sight Germany	195 1/2
Bar Silver	26 1/2
Bank of England rate	24 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	1,140
" Old	1,200
" Older	1,250
" Oldest	1,340

Per chest	
Patna New	1,182 1/2
Benares New	1,150
Benares (Older)	780/910

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Auctions.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 26th day of April, 1905, at 3 P.M., at his
Sales Rooms.

The following
VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1666. Area 689 square feet. Term 75 years. Annual Crown Rent \$11.00 together with the message thereon, known as No. 8, Po Hing Fong.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 13th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by
PUBLIC AUCTION,
ON
FRIDAY,

the 28th April, 1905, at 2 P.M., within his residence, "Glensiel," The Peak,
THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,

Comprising:—
TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, TEAKWOOD SIDE-
BOARD with BEVELLED GLASS, DINNER
WAGGONS, CANTON CARVED BLACK-
WOOD CABINET, TEA TABLE,
MARBLE-TOP BLACKWOOD TABLE,
STEEL ENGRAVING, JAPANESE
SCREENS, DOUBLE and SINGLE BRASS-
MOUNTED BEDSTEADS with WIRE and
HAIR MATTRESSES, MARBLE-TOP
WASHSTANDS and BUREAU with BE-
VELLED GLASS, DOUBLE TEAKWOOD
WARDROBES with GLASS, &c., &c.

ALSO
One COTTAGE PIANO, by M. F. Rachals
& Co., Hamburg, One LADY'S and One
GENT'S BICYCLE, One Eastman-Kodak
CAMERA and a number of Scientific BOOKS,
One IRON SAFE by Harris, Goodwin & Co.,
Birmingham and London;

AND
A Large Assortment of PLANTS in Pots.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th April, 1905.

Notice of Firm.

NOTICE.

THE Business of a SOLICITOR, PROCTOR
and NOTARY PUBLIC heretofore carried
on by me at Nos. 39, 41 and 43, Des Vœux
Road, under the name of GEO. K. HALL
BRUTON will as from this date be carried
on under the name of BRUTON, HETT and
GOLDING.

GEO. K. HALL BRUTON.
Hongkong, 10th April, 1905.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S.S. Co., BOSTON
STEAMSHIP and TOWBOAT COS., OF EAS-
S. S. Co. and CHINA MUTUAL S. S. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN

MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from \$200 upwards, and a
written guarantee for a test period of TWO
years given for each instrument.

A large consignment of records at the low
figure at \$1.80 each, 5% on wholesale orders.

The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
and COMMODORS, COAL MERCHANTS
and STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.

Moderate terms.
Orders solicited.
Hongkong, 23rd February, 1905.

Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good
Salary to a Quick Worker.
JOHNSON, STOKES AND MASTER.
Hongkong, 31st March, 1905.

EMPLOYE de commerce, Agé de 29 ans,
de nationalité Suisse, ayant déjà occupé,
d'importantes fonctions dans des grosses maisons,
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Al-
lemand, le Hollandais, l'Italien et l'Anglais,
désirerait une situation dans l'une des villes de
la côte de Chine.

Très bonnes références—Appointements: de
5 à 6,000 dollars par an. Ecrire aux initiales
L. V. au journal "l'Opinion" de Saigon.

Saigon, le 2 Mars, 1905.



THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use, Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
26, Des Vœux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's



DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vœux Road.

Hongkong, 11th May, 1904.

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND
STOUT"

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE
MATURE.

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

OUR

SUPER CHIANTI

has been awarded the

GOLD MEDAL

AT THE

ST. LOUIS EXHIBITION.

PRICE:

\$9.75 PER CASE 1 DOZEN.

GREGOR & Co.

Hongkong, 17th April, 1905.

NORTH

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On 8th April, at No. 6, Yuen-ning-yuen Road, Shanghai, the wife of CHARLES KIEVLEY, of a daughter.

On 10th April, at Shanghai, the wife of F. LODER, Pingchiao Quarries, of a daughter.

At Peking, on 11th April, the wife of R. G. HILLIER, Manager, Hongkong and Shanghai Bank, of a son.

On 12th April, at 13, Yangseepoo Road, Shanghai, the wife of A. G. HEARN, M. D., M. E. Mission, South, of a son.

MARRIAGES.

On 7th March, at St. Marien Church, Danzig, HERMANN SCHLICHTING, of Hankow, to KATHI, younger daughter of Franz Herrmann, Danzig.

On 12th April, at H.B.M.'s Consulate-General, Shanghai, and afterwards at Union Church by the Rev. C. E. Darwent, M.A., Percy, second son of W. J. Crighton, Esq. of Whalley Range, Manchester, to Mabel, second daughter of the late Alexander Law, of Shanghai.

DEATHS.

On 11th April, at 314, Rue Sikiang, Shanghai, VERA, the dearly beloved daughter of Mr. and Mrs. J. A. Unghart, aged 21 years.

On 13th April, at the Victoria Nursing Home, Shanghai, FREDERICK NEVILL-MAY, of the Imperial Maritime Customs Service, aged 71.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 17, 1905.

THE FLEETS.

Now that the Baltic Fleet has actually arrived within a few hundred miles of Hongkong and the talk of battle is heard on every side the question of its fighting value assumes a fresh importance. If the ships do meet the Japanese, as undoubtedly they will, is it strong enough to fight the vessels commanded by Admiral Togo? Before the question can be answered it is necessary, first of all, to compare the naval squadrons. A list of the battleships and cruisers with the converted cruisers and non-combatant vessels comprising the Baltic Fleet has already been printed in our columns, and it must be confessed that, on paper, this makes a very formidable fleet, especially when supported by many fast destroyers. The impression is confirmed, too, when the four principal cruisers are considered. They are reported to be well-armed and manned and capable of steaming upwards of twenty knots, so that they should meet on fairly equal terms the best cruisers of the Japanese navy. But the composition of the squadron, at present believed to be off the coast of Indo-China, does not include many battleships; whereas the Japanese are known to have sent the pick of their armed fighting vessels into the waters of South China, and when it is remembered that the ships are of 15,000 tons and steam eighteen knots, the superiority of the belligerents so far as their naval forces are concerned seems to rest with them. A well-found and adequately equipped squadron efficiently officered and manned, and for which proper provision for the replenishment of its bunkers has been made, should have a reasonable chance of reaching northern waters, and although there is some doubt that the Russian ships south of Hongkong are satisfactory in these respects there seems to be a growing conviction that the Baltics are not composed of untried men on slow and faulty ships.

LOCAL AND GENERAL.

The Craigflower Cricket Club have won the Shield competition.

Mr. F. A. Carl, who has just returned from St. Louis, has been appointed Commissioner of Customs at Nanking.

MESSRS. Caldbeck, Macgregor & Co. have opened a branch of their firm in Penang under the management of Mr. A. W. Beauchler.

OWING to pressure on our space, we regret being unable to print our account of the Hongkong Schools sports in our issue this evening.

THE Frehistoric XVII beat a Royal Engineer eleven by two goals to one. The match was in aid of the Sailors and Soldiers Married Families Association.

INFORMATION has been received from the General Officer Commanding, Karachi, that the R.I.M.S. *Hardinge* sailed on 7th April. This vessel is due here on the 20th instant.

COL. Webb, R.A.N.C., and Mrs. Webb are leaving the Colony on Wednesday, by the *Empress of India*, Capt. A. A. Dorian Smith, aide-de-camp to Lord Northgate, is also travelling on the same boat.

It is rumoured in Tokio that the Government has under contemplation the monopoly of the salt and sugar trades, and that a Bill for the monopoly of one of the two will be introduced into the Diet during the next session.

YUAN Shih-kai has given orders for the placing of a contract with Messrs. Arnold, Karberg & Co., Tientsin, for 100 Krupp guns, 12,000 shells, 20,000 rifles of 1893 pattern, and 200,000 cartridges. The order will cost the Imperial Government more than Tls. 2,000,000.—*Sin Wan-pao*.

In acknowledging an illuminated address presented by members of the Institution of Engineers and Shipbuilders of Hongkong, on Saturday evening, Mr. Newman Munford said he would leave the Colony with pleasant recollections of the great kindness he had always received not only from the superintending and other servants but also from his dear friends at the docks. He proposed the toast of prosperity to the Institution which he hoped would be handed down to future generations strengthened and untarnished.

BEFORE G. N. Orme, at the Magistracy this morning, three Chinamen were charged with stealing a tarpaulin from the shipyard at Quarry Bay, at one o'clock in the morning of the 16th inst. The tarpaulin is the property of Messrs. Butterfield and Swire, and is valued at \$71. The first and second defendants said they took it because it was cold, and they wanted it to cover themselves. The third did not know it was stolen and was only waiting to share the warmth. The first and second were sentenced to six months' hard labour, and the third was discharged.

At a meeting of the Sanitary Board to-morrow the President will move—that the following addition be made to No. 1 of the By-laws governing Opium Divans contained in Schedule "B" of Ordinance No. 1 of 1903:—Provided that, in the case of any existing licensed opium smoking divan on an upper storey, it shall be sufficient for the floor, surface thereof to be paved with non-absorbent cement-tiles or with encaustic or other approved tiles, such tiles to be laid evenly and bedded and jointed in cement, or for the floor to be constructed of smooth and well-jointed hardwood, to the satisfaction of the Board.

The Minister for Mines and Agriculture is in receipt of a communication from Mr. Sutor, the Commercial Agent at Kobe, Japan, wherein he states that any horses or cattle that have been so far imported into Japan for breeding purposes have been highly spoken of, and when once peace is restored Mr. Sutor looks forward to very large importations from New South Wales. Horses, or rather ponies, of the polo stamp are most in request. The colours must be bay, brown, black, and chestnut, but not grey, cream, or piebald. There will also be a demand for horses for army purposes of the light cavalry and artillery stamp in all the colours previously mentioned.

THE last staging of the melo-drama, "One Summer's Day," by the local A.D.C., took place on Saturday, when the performers, originals and "understudies" alike, gave another most successful performance. The "house" was well-filled, and everyone thoroughly enjoyed the play. A special word of praise is certainly due to Mrs. Bryan for her interpretation, at such short notice, of the part of *Chiara*, the gypsy woman. Owing to the indisposition of Mrs. Webb, who has so admirably sustained the part during the previous performances, Mrs. Bryant was called upon and took the part exceptionally well, while the other players again showed themselves to have mastered the difficult play with singular success.

MR. Alex. Marsh, the well-known tenor, has taken up his abode in Calcutta temporarily, and is starting a school for voice production. This is quite a different pair of shoes to merely teaching singing. Mr. Marsh does not primarily intend to teach singing; his object will be to teach people how to perfect the instrument before trying to play the music. Many a promising voice is spoilt by its owner's misuse of it, arriving from his, or her, ignorance as to how best to bring forth sound; and it is this special study which Mr. Marsh has made his own. He assisted Randegger at Home, and has himself sung in Grand Opera, and it is scarcely necessary to recount the past achievements of so well-known a personality in the world of music. It may be remarked that it was Mr. Alex. Marsh who produced *The Three Little Maids* in Simla last season.

CHURCHES AND THE CHINESE.

SOCIETIES DENY THAT CHRISTIANITY HAS NOT "CAUGHT ON."

The majority of missionary societies in London are astounded at the outspokenness of the Rev. Dr. Charles Wenyon, the well-known missionary in China, at the National Council of Evangelical Free Churches at Manchester recently. He said: "The fact is, to use an American colloquialism, Christianity in China has not yet 'caught on.' The removable hindrances are many, and by far the most serious one of these for which we are responsible is the sectarianism which we have allowed to intrude into our missionary operations. Mr. Marcus Wood, of the China Inland Mission, said to a Press representative: 'All our own recent news from the interior of China is most satisfactory. There seems to be a most extensive movement towards Christianity. We have missions in 13 out of the 18 provinces, and these certainly deny what Dr. Wenyon is reported to have said. He had more converts baptised last year than in any of our 37 years of work in inland China.'"

The London Missionary Society's most recent report is also satisfactory. A wide reaching work is, it is stated, being carried on in Central China, the native churches having developed to an unusual extent on the principle of self-support. The Church Missionary Society's report is also satisfactory with regard to the China Missions. In Canton, Shih-hing, Pakhoi, and in the provinces of Kwang-si and Hunan the work has steadily progressed, whilst Bishop Cassels, reporting on the Western China Mission, says real advance has been made.

THE BALTIC FLEET.

[By Telegram.]

(Reuters)

"OREL" LEAVES SAIGON.

15th April.

The Russian hospital-ship *Orel* remained 46 hours at Saigon and shipped 900 tons of coal, besides food, and medical supplies.

Captain Klado has been severely reprimanded for his criticisms on the Naval Administration, but has been given an opportunity for rehabilitation by being given the command of the service of river steamers in Manchuria.

"BRUNHILDE'S" EXPERIENCES

OFF PADARAN.

The Russian Fleet is on the look-out for contending runners in Far Eastern waters. This morning news came to hand that the German cargo steamer *Brunhilde*, bound from Bangkok, with a full cargo of rice for Hongkong, had been stopped and examined. Inquiries made by a *Telegraph* reporter elicited the statement that the *Brunhilde* left Bangkok on the 11th inst., and early on the morning of the 13th, when between Cape Padaran and Fishermens Islands, she sighted a man-of-war, whose nationality could not then be made out, as daylight had but just appeared and the weather was very thick and hazy.

At seven o'clock, however, a cruiser left the Fishermens, and bore down upon her and it was then seen that both she and the man-of-war were Russian vessels. Not expecting any sort of molestation the *Brunhilde* kept on her course, and was startled to hear the report of two shots fired in quick succession, from the port and starboard bows respectively, of the cruisers which was overhauling the *Brunhilde* from dead astern. This caused the latter vessel to stop, and await developments. These soon came, for a boat was lowered from the cruiser, when she was almost abreast of the *Brunhilde*, and was pulled alongside. The merchantman was boarded by an officer and five men, one of whom was placed at the gangway as sentry and another, amidships. At the request of the officer the captain came forward and asked what he could do to oblige the Russian fleet. The officer replied, with a counter-question as to what he meant by not stopping when signalled to do so. The captain informed the officer that it was his duty on board to keep a look-out ahead, and see where he was going and not look astern. Moreover, it was the firing of the shots that first called his attention to the fact that the "stop" signal was flying from the cruiser. The officer spent an hour examining the ship's papers, studying the log-book, and inspecting the vessel, even having the hatches opened in order that he might see for himself what the cargo really was. At the end of that period he withdrew his men, and, telling the captain to wait until he was further signalled from the cruiser, returned to that vessel, and a quarter of an hour afterwards the signal was hoisted, "you may proceed." The *Brunhilde* then resumed her interrupted voyage to Hongkong. In the meantime, the cruiser circled around the *Brunhilde*, passing under her stern barely half a ship's length away. The officers on board the German boat could see that the cruiser, whose name they were unable to translate, had once been painted white, above water-mark, but was now a non-descript greyish-brown, while below she was simply green, and covered with barnacles and other sea-growths. Her decks were crowded with men. Very soon after the officer had signalled to the *Brunhilde* she steamed off and disappeared among the islands, and when the latter had proceeded, but a very short distance she sighted 33 vessels in all, consisting of battleships, cruisers, and colliers. The *Brunhilde* was not further molested, and arrived safely in harbour last night after a very fair voyage, and is now quietly discharging her cargo.

REPORTED FIRING OFF THE NATUNAS.

When the Blue Funnel steamer *Telmachus* arrived yesterday afternoon from Singapore it was generally believed that she would have news of interest aboard. Members of her crew were subsequently interviewed and told an unlooked-for story. At twenty minutes past three on the afternoon of the 12th inst., when about a hundred and fifty miles north of the Natuna Islands, some of them heard what they believed to have been the report of heavy gun fire, and although others aboard declare that they must have been mistaken as the reverberations were not heard by everyone on the ship the men are positive of their assertion, which they made officially upon arriving in Hongkong.

[N. C. D. News.]

THE TOKIO PRESS ON THE ARMADA.

Tokio, 10th April.

The Tokio papers write in high spirits about the approach of the Baltic fleet to the field of action; there is a delightful expectation of music in the air.

Some of the papers point out that Russia's vacillation as to the conclusion of peace after the battle of Mukden is now explained. Russia is apparently resolved to risk all upon the last throw of the dice, the result of which will be absolutely final.

The command of the sea is the supremely vital element in the struggle.

The advent of the Baltic fleet is too late, and rather untimely. Three months having elapsed since the fall of Port Arthur, Admiral Togo's ships are now fresh, and quite willing to afford warm treatment to the wearied visitors.

The passage of the Malacca Straits brings the Armada in the midst of neutral territories; the Japanese, however, are confident of the bona fide neutrality of the Powers.

It is stated that when the Baltic fleet sailed from Nossi Be, they were probably unaware of the fall of Mukden.

The coming collision between the two main squadrons will be practically the final scene of the naval drama.

Tokio, 11th April.

Journalistic speculation is rife on the subject of the Russian boldness, and the fair flight of the Baltic fleet is appreciated. This menace has been openly dangled before Japan for a long time with what might be called irritating intangibility, but the definite news of the approach of the Baltic fleet has produced an almost welcome reaction, and a feeling of relief is observable in the Japanese comments. The present situation altogether seems likely to foreshadow a dénouement.

WHAT THE "TIMES" SAYS.

Osaka, 11th April.

The military correspondent of the *Times* says that the boldness of Admiral Rozhdestvensky in entering the China Sea will evoke a feeling of deep admiration among Englishmen; and that he will probably use Cape St. James or Pulo Condor, off Saigon, as his coaling station.

THE RUSSIAN FLAGSHIP.

Osaka, 13th April.

Admiral Rozhdestvensky has transferred his flag to the cruiser *Aurora* (6,530 tons).

"LINCOLNSHIRE'S" PRUDENCE.

Early yesterday morning, the new steamer *Lincolnshire*, of 2,652 tons, arrived from the South and anchored out of the Fairway beyond Stonecutters. She was boarded by a representative of the *Telegraph* with a view to glean information respecting the movements of the Baltic Fleet, but the journey across the harbour proved futile so far as gaining any additional news was concerned. The officers reported that at 4 a.m. on the 9th inst., in Latitude 24° North, Longitude 105° East they sighted twenty-two man-of-war lights, and as it was deemed prudent to keep out of the way the ship's course was altered to the westward in order to allow the Russians to pass to the eastwards. At 6.10 a.m. the vessel was brought back to her course, the Baltics having passed to the eastwards and at daylight their presence could be seen only by smoke on the horizon. At 4.25 the following morning the *Lincolnshire* again sighted the fleet and for the second time changed her course. She was then in Latitude 5° 30 North, Longitude 105° 20 East. The ship was bringing up a cargo of rice for Japan.

THE FLEET OFF SINGAPORE.

Describing the passing of the Squadron off Singapore, the *Straits Times*, of the 10th inst., says that, looking up over the blue waters of the Straits, one could see the black spires of uncountable funnels who signalled themselves afar off as burners of unbusinesslike soft coal. Nevertheless though strategically wrong, these black pillars of soft coal smoke lent an air of pomp to these warriors of the ocean, who advanced under their own scowling canopies like veritable masters of the seven seas. To enhance the dramatic effect of the advance, the front line was composed of the four giant Hamburg-America liners recently purchased by the Russian Government. These monsters whom "Greyhounds of the Atlantic" towered high above the sea—ideal marks for naval artillery, but most useful withal as storehouses to a big squadron. These gargantuan liners—the largest hulls that ever ploughed the waters of these Eastern seas—came up out of the white haze of heat that lay upon the waters and came towering down the Straits in the right majesty of weight and power; but as it happens, quite harmless save to merchant ships—their armament being too light to seriously affect any save the lightest warships. Behind them, on the far side near the Dutch shores, the cream of the second line were the two new second-class cruisers *Zemchug*, *Jaunrad* with two large but unimpressive transports. These two business-like-looking vessels, with their squat funnels and their fighting masts and Marconi installations, could have pulped the four giants of the front line in half an hour. Behind them came more and still more transports, colliers, cruisers, and destroyers—the late "occasionally leaving their places in the lines and running hither and thither among the ships with messages. They were three and four funnelled boats, low and snake-like—typical of the most venomous engines of destruction afloat. One battleship alone—the *Sissoi Veliki*—represented the first line of Admiral Rozhdestvensky's armament. Her younger and more powerful sisters were looked for in vain. The only other really big warships in the squadron (commanded by Rear Admiral Encliff) were the cruisers *Oleg*, *Admiral Nachikoff* and *Dmitri Donskoi*—the latter looking like the exhausted relic of another generation, with her lofty square-rigged masts and her old-fashioned wooden-stocked anchors.

One beautiful clipper-bowed yacht cruiser was the *Almaz*, which was built before the war began, and was intended as the official yacht of the Viceroy, Alexieff. It looked trim and grim—armed as a cruiser yet spick and span as a pleasure boat. Will Admiral Alexieff ever sail in her? The question is open. Line after line, the ships passed by in serene majesty, the aspect of one great collier with four masts with the derricks out, being quite warlike in its environment, though normally the half lowered derricks would have suggested nothing but trade.

As the main body of the squadron crept down from the Straits, the advance lines faded away to the eastward and by the time that the

hospital ship, *Orel*, while with a great red band around her, hove in sight, the others were hardly visible in the distance towards Chiba. As they had taken nearly an hour to go by, this was not to be wondered at. Last of all came the splendid new cruiser *Oleg*, and she alone of all the 44 vessels stopped steaming for a moment. It was to speak the Tarjiong Pagar lunch which was flying the Russian Consular flag, and in which were M. Roudanovsky (Russian Consul) and his party. They had been waiting outside near the light-house since early forenoon, and when the fleet approached they ran out and signalled it. Presently a signal was flung back informing them that a destroyer would call on them, and in a few months one of those low grey boats was alongside, and M. Roudanovsky had handed over his despatches to the commander. The latter vessel was the *Bedouit*—the only of the seven destroyers in the squadron of which the name was obtainable. She flew back to the flagship, and meanwhile the *Admiral* sailed up the stridled lines where M. Roudanovsky and Mr. Stecherbachoff hailed and spoke through the megaphone with many officers of the Russian Volunteer ships, cruisers and others whom they had known in Singapore in more peaceful times. Presently they arrived at the *Dmitri Donskoi*, of which M. Roudanovsky's brother, M. de Giers—a grandson of the famous Minister of that name—was a lieutenant. They sailed alongside with her for a little space, while brother and sister spoke, and then a message came inviting them to visit the *Oleg*, whose commander, Captain Dobrowsky, is an old friend of the Roudanovskys and Mr. Stecherbachoff. She stopped her engines while the Captain spoke to them from the taffrail, and when they had to pull off, the whole ship's company cheered the little craft and the first friends and nationals they had seen in the Far East.

Apart from this, no incident of any mark, whatever, occurred during the passage of the fleet through Singapore. The only craft that approached them seems to have been the Consul's launch and that of the *Straits Times* representative. Yesterday, another incident occurred, however, which had peculiar interest in the circumstances.

SAILOR FALLS OVERBOARD.

The French steamer *Amiral Niel* arrived, bringing with her a Russian sailor named Markoff, who had been picked up off Malacca, clinging to a piece of plank between three feet long by 9 inches wide and 4 inches thick. Markoff had fallen overboard from the *Admiral Nachikoff* at 11 o'clock on Friday night and was picked up at 11 on Saturday forenoon. He was then practically naked, having stripped himself in the water. For hours, he explains, he tried to swim into the zone of the squadron's searchlights, but failed. Then having stripped himself in the water, he found the plank to which he clung until daylight, when he saw several Chinese fishing boats, whom he begged to rescue him. They all refused to save the man, and eventually the French liner came by and picked him up, bringing along also the morsel of plank to which he had been clinging for nearly 12 hours.

JAPANESE AT CAPE ST. JAMES.

The *Straits Times*, of 10th inst., understands that the Captain of the British steamer *Needle* informed the officers of the *Rudnorshire* that he saw four Japanese cruisers off Cape St. James. They appeared to be watching a Norwegian steamer which had flour and coal on board.

The U.S. destroyers *Chauncey* and *Barry*, and the transport *Albat* have been sent to patrol the waters in the vicinity of Pangaea, where the cruiser *Raleigh* has been for some time, and three more destroyers are being made ready to join them in southern waters to guard against any infraction of the neutrality of Philippine waters or territory.

ROJDESTVENSKI'S PLANS.

A San Francisco wire, of 12th inst., says that it is now believed that Rozhdestvensky plans to effect a junction of the divisions of the Russian fleet. The squadron which appeared to be heading for the south of Borneo with the presumable intention of making the Macassar Straits is now reported to have changed its route and to be directing a course north of Borneo. The route was intended as a diversion. Cape Padaran, about 150 miles north of Saigon on the Indo-China coast, is regarded as the probable point of junction for the Russian squadrons. Two Japanese cruisers which have been patrolling the waters near Saigon for the purpose of guarding the interned cruiser *Diana* and reporting and capturing vessels with contraband, are reported to be heading south towards the probable line of approach of the Russian fleet. Japan has disclosed her base by announcing that the port of Kelang, on the northern end of Formosa, is closed to foreign ships. Naval critics predict an engagement in a week in the northern part of the China sea.

SHIPPING AND MAILS.

MAILS DUE.

French (*Dumbea*) 18th inst.
German (*Roon*) 20th inst.
English (*Chusan*) 20th inst.
American (*Mongolia*) 20th inst.
German (*Prinz Eitel Friedrich*) 25th inst.

The M. M. Co.'s s.s. *Dumbea* with the next French Mail left Saigon on 15th inst., at 1 p.m., for this port.

The Imperial German Mail s.s. *Prinz Heinrich* left here on Wednesday at 1 p.m., arrived at Singapore on 4th inst.

The Imperial German Mail s.s. *Prinz Waldemar* which left here on 11th inst., arrived at Kobe on Sunday at 8 a.m.

The M. D. Imperial German Mail s.s. *Prinz Segismund* left Sydney on Saturday at 4 p.m., and may be expected here on 8th prox. The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Tyda* left Kobe on 16th inst., for Moji and Hongkong, and may be expected here on 26th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* left Kobe via Nagasaki and Shanghai on 16th inst., at 10 p.m., and may be expected here on 25th inst.

The Imperial German Mail s.s. *Roon* carrying the German Mails with dates from Berlin of the 28th ult., left Colombo on Saturday p.m., and may be expected here on 26th inst.

The s.s. *Chusan* with the Imperial mail of 24th ult., left Singapore on 15th inst., at 1 p.m., and may be expected here on 20th inst., at 6 a.m. This packet brings replies to letters despatched from Hongkong on 21st inst.

This steamer brings the parcel mails closed in London for despatch by the all sea route on the 16th ult., and for despatch overlaid on the 22nd ult.

TELEGRAMS.

[Renter's.]

Mr. Chamberlain's Fiscal Reform.

LONDON, 14th April.

At a meeting of the Tariff Reform Members of the House of Commons at which Mr. Chamberlain presided, a deputation was appointed, headed by Mr. Chamberlain, to wait upon Mr. Balfour with a view of arranging a *modus vivendi*. It is understood that the Chamberlainites have decided to confine the present fiscal policy to the programme of Mr. Balfour. The Duke of Devonshire's supporters are regarded as irreconcilables.

The War in Manchuria.

Later.

General Linevitch reports that Russian cavalry have raided the railway near Kai Yuan and demolished the telegraphs.

Marshal Oyama reports that the Russians are gradually retiring along the Kirin road; positions otherwise are unchanged.

[N. C. Daily News.]

The Russian War Party at the Head Again.

Osaka, 10th April.

The proposals to entertain peace negotiations have been rejected by the Russian Government.

MARINE COURT.

LAUNCHES IN COLLISION.

This morning before the Hon. Capt. L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, an inquiry was held into the circumstances attending the collision which took place between the steam launches *Tung On* and *Pang Tsam*, certificate No. 57, and the *Rising Star*, Cheung Shing Ki master, certificate No. 279, in the waters of this Colony, on the 12th inst. Mr. Cheung Kam Chung, owner of the steam launch *Tung On*, was present to watch his interests.

The master of the *Tung On* stated that on the 12th inst., at about 10 a.m., the boat he was in charge of and another launch, the *Rising Star*, left Hongkong from the same wharf, at Little Hongkong. He was leading while going through the Sulphur Channel, and rounded the point at West Point some 40 yards distant. The *Rising Star* overtook his launch and then crossed his bows. He eased his engines as there was no room to turn to port and struck the *Rising Star* just about the port beam. The *Rising Star* continued on her way, but witness returned to Hongkong.

The master of the *Rising Star* stated that when making for Little Hongkong, the *Tung On* was on witness's port side. He reported his helm in order to round the point. "The *Tung On* was never ahead of the *Rising Star*—a passenger in the *Rising Star* said that the launch left the wharf before the *Tung On*. She was leading until the collision took place. Another passenger asserted that the *Tung On* was never ahead of the *Rising Star*—Pang Tsam said he maintained that his vessel was ahead at one time.—Cheung Kan, a passenger on the *Tung On*, said he was on the launch at the time of the collision. The *Tung On* left the wharf first, and was leading until the *Rising Star* passed them.

The certificate of the master of the *Peng On* was suspended for one month.

MORE REFRATORY SEAMEN.

S.S. "ST. HELENA."

The Captain of the s.s. *St. Helena* this morning prosecuted 22 members of the crew for obstructing the navigation of that vessel by refusing to proceed to Japan. Prosecution stated that the men signed an agreement to proceed in the ship between certain points in which Japan was included. After loading a cargo of coal at Cardiff the vessel received instructions to proceed to Hongkong for orders. All went well until they arrived at Gap Rock, when the Captain received orders, by signal, to proceed to Kaseho, Japan. These orders were communicated to the crew, and the men at once struck work, and refused to perform any further duty. The engineer officers accordingly took charge of the stokers' work, while the third officer took charge of the wheel, and thus the *St. Helena* was brought into harbour. The men said they would not go to Japan with the present cargo on board, but if it was discharged here, and another cargo, not contraband-of-war shipped in place of it, they would go to Japan in the vessel, but not otherwise.

Mr. Hazell pointed out to the men that at present there was no risk; they had signed a specific agreement to go to certain parts in the *St. Helena* in which Japan was included, and by now refusing they were breaking that agreement and must bear consequences. The men remained firm in their determination not to proceed to Japan under present conditions, and His Worship sentenced them to three weeks' imprisonment, the men to be replaced on board the vessel should she return to this port before expiration of their sentences.

S.S. "BATTERSEA BRIDGE."

The captain of the s.s. *Battersea Bridge* prosecuted 14 men of his crew on a similar charge of refusal of duty, and thus impeding the progress of the vessel on her voyage. They had a similar defence as in the above case, and His Worship said he would remand the case until one o'clock to consider his decision, and to give the men time to change their minds.

Upon resuming at 1 p.m. to-day, the men still remaining obdurate and refusing to proceed in their vessel, were sentenced to three weeks' imprisonment and also to be placed on board their vessel if she returned to this port before the expiration of their sentence.

NAVAL NOTES.

The C. N. S. *Shengking*, which recently arrived at Shanghai from Tientsin via Chefoo and Weihaiwei, reported that H. M. S. *Hogue*, whilst outside Weihaiwei at firing practice, shot at and sank one mine on the 5th and exploded two on the 6th.

When the *Hogue* came in from Swatow yesterday morning she reported having seen the *Centurion* and two torpedo boat destroyers cruising outside of the Lyemun Pass. Later, in the day the destroyers entered the harbour, and this morning one of them again went out.

SHIPPING JETSAM.

S.S. "GERMANICUS" AFIRE.

A Kobe wire, of 11th inst., to the *M. C. Daily News*, says that the Hamburg steamer *Germanicus*, 2,575 tons net, Shewan, Tomes & Co. agents, bound for San Francisco, was on fire here yesterday morning and is still burning. She was beached to-day. Her cargo is much damaged.

Eight stowaways and three aiders and abettors were charged this morning before Mr. Hazell, at the Magistracy, with the first lot, secreting themselves on board the s.s. *Nicomedia* in the harbour with intent to obtain free passages to Portland, Oregon, and the second lot with aiding and abetting them. The case was remanded until Wednesday.

THE "LISCUM."

The transport *Liscum*, in her new capacity as a cableship, is now reconnoitering the inter-island cable, and has reported the whereabouts of the first break—between Batangas and Calapan. After repairing the Batangas-Calapan cable the *Liscum* goes to overhaul the Masbate-Catbalogan cable. She will make a thorough inspection of all cables south of Masbate.

The *Liscum* case has been settled. While there was a strong suspicion that the goods in dispute which were seized by the Customs authorities were intended to be smuggled into Manila when the vessel returned from Hongkong recently, there was not found to be sufficient evidence to make formal charges, and the goods have been released on payment of the duties.

THE "KNIGHT COMMANDER."

A Nagasaki telegram to the *Mainichi*, dated the 6th, states that a certain vessel which has just arrived there from Europe reports that an English dockyard is now building a vessel of over 10,000 tons to the order of the Russian Government, which intends to present it to the owner of the *Knight Commander* as compensation for the sinking of that ship by the Vladivostok cruisers.

The trial trip of the s.s. *Kiangshui*, at Shanghai, was satisfactory alike to owners and builders, and the Chia Merchants' Company are to be congratulated upon the acquisition of so excellent a boat. The *N. C. D. News* reports that the engines acted splendidly, and there was a complete absence of water in the bearings, and a noticeable absence of vibration; the vibration will be reduced to a minimum when the vessel voyages loaded.

In connection with the building of the *Minnetonka* and *Dakota*, of 20,718 tons gross each, Mr. James J. Hill, the president of the Great Northern Railroad, the owner of the boats, recently remarked: "I had an experience in the building of two very large ships, and I am quite sure I do not want any more. They are the two largest freight-carrying ships in the world. We expected to finish them in two years, and it has taken four, strikes and other difficulties following one another. I would rather undertake to build a thousand miles of railroad than two ships."

The s.s. *Dundonald*, which left Shanghai on the 20th of February with mud ballast, was towed into port again on 7th inst. and is now moored off the China Merchants' Lower Wharves with a heavy list to port. The vessel's destination was Newcastle, Australia, but during the early part of the voyage the mud ballast apparently underwent a course of decomposition and became a jelly-like substance, which gave the vessel a dangerous list, necessitating her return to Shanghai. It is really almost a miracle, says the *N. C. D. News*, that she got back at all under the circumstances, and speaks highly for the seamanship of all on board, as well as for the stability of the vessel. The *Dundonald* is a steel 4-masted barque of 2,205 tons.

EXODUS OF CHINESE.

An extraordinary scene was witnessed at the railway pier, Williamstown, recently, records the *Age* (Melbourne). Chinese by the hundreds almost blocked the fairway in the vicinity of the departing steamship *Empire*. Skipping nimbly aside to make room for traffic, gesticulating and jabbering, it looked as if the rival factions of Little Bourke-street had selected Williamstown for another battle-field. When a barge full of Chinese was towed alongside, and they began to climb on board with their baggage, a sudden hush fell on the crowd. Then it was elicited that the *Empire* was taking away 52 Chinese, who had saved up the means to return to their native land. At Sydney another 50 Chinese join the steamer, and more will follow by each boat to China. When the steamer's warps had been cast off, a labourer, with a union badge in his buttonhole, shouted out: "Hurrah! Where are the Trades-hall now? Give 'em a cheer, boys!" and they did, though it was doubtful whether the departing Chinese understood the compliment.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 16th April, 1905.

	Library	Museum
Non-Chinese.....	296	89
Chinese.....	98	1,952
Total.....	394	2,041

THE YANGTZE INSURANCE ASSOCIATION, LD.

ANNUAL MEETING.

The fifteenth ordinary general meeting of the above company, for which Messrs. Shewan, Tomes & Co. are the Hongkong agents, was held at No. 26, The Bund, Shanghai, on 11th inst.

The Chairman (Mr. J. M. Young) said:—Gentlemen, the report and accounts for the year ending 31st December, 1904, having been in your hands for some time may I presume, be taken as read. It affords your directors very great pleasure to be able to submit these statements, showing as they do working accounts both 1903 and former years and for 1904 that beat any previous records of the Association. The balance to be dealt with under the former of these accounts is \$23,190.62 and as stated in the report is recommended to be distributed as follows, viz:—

To payment of a dividend of 10 per cent of \$12 per share.....	\$96,000.00
To transfer to reserve fund.....	50,000.00
To transfer to reinsurance fund.....	50,000.00
To be carried forward.....	42,190.62

\$23,190.62

If you sanction this proposed allocation, the reserve fund will be raised from \$700,000 to \$750,000 and we shall also open a re-insurance fund with a credit balance of \$50,000 which we think will be an advantageous and convenient way of providing to a small extent for risks that may exceed the lines generally taken by our underwriter. Owing to our increasing business and the larger cargoes now carried by steamers we have often a good deal of re-insurance to arrange. Many other offices have adopted this plan and it seems to work satisfactorily. We hope to add to this fund year by year using it if necessary to meet any extraordinary claims or for equalising the dividends to shareholders. In the meantime it, like the increase to reserve fund, renders the enlargement of the Association's capital, to the desirability of which I have referred at the two last annual meetings, less pressing, although that point must be kept in view should we continue fortunate enough to experience further expansion of business or should there be a considerable decline in the rate of exchange which would render it necessary to increase the capital of the association. As regards the working account to 31st December, 1904 the net premium earned during the year amount to \$1,110,534.86 as against the preceding year.....\$ 859,894.47

being an increase of.....\$ 250,640.39 Early in the year we had some rather heavy losses but later on were more fortunate, so that the balance at credit of this account on the 31st December 1904 was \$23,190.62 against \$13,475.30 the year before.

The balance of \$523,361.95 includes an item of \$33,067.80 for interest earned and out of this your directors propose to pay a special dividend of 5% or \$3 per share, \$24,000, bringing the amount to be carried forward down to \$99,361.95. Although the losses and claims pending against the 1904 account are \$75,000 more than they were at this time last year against the 1903 account the liability for unexpired risks against the same is not exceptionally heavy and the amount carried forward should be amply sufficient to meet all claims and we trust will leave a good balance besides. Pending claims account former years are estimated at about \$1,000 more than they were last but we carry forward \$42,90.62 against \$34,418.17 this should be amply sufficient. Of the \$66,133.55 due by agencies, premium in course of collection, and sundry outstandings on the 31st December 1904 \$115,000 have since been received. Your directors are also satisfied that the properties against which the association has made advances afford ample security. Exchange and investment fluctuation account.—The difference in the rate of sterling exchange on the 31st December 1903 when it was 2/5 1/2 and on same date 1904, taken at 2/9 1/2, or a rise of 11.51 per cent, accounts to a great extent for the \$13,903.81 by which the credit balance has been reduced to \$58,90.48. Market depreciation in some of the association's investments at the latter date account for the rest of the apparent loss, which is however considerably reduced if we calculate on today's quotations. Expenses.—The percentage of expenses on premium during 1904 was only 13.51 per cent, against 18.06 per cent for the preceding year. We must bear in mind that a large proportion of the increased premium earned in 1904 was due to war risks so it seems doubtful whether the same amount of premium income will be long maintained, but when peace is happily restored we trust the great expansion of trade that it is natural to expect will follow, will afford us opportunities for fully participating in the benefit. In the new year 1905 we have not advanced far enough to justify and prophesying on my part, but we are content with the experience as far as it has gone. We are interested in the case of one or two vessels, seized by the Japanese government under pretext we hardly yet rightly understood, but having no reason to doubt that the government desires to act fairly and legally we hope for the best issues from the questions now before the courts. Under the circumstances it is not desirable to discuss the matter at this point. Provision has been made in our estimates in case of adverse decisions. The past year has been as you will readily understand one of constant care and heavy anxiety for Mr. Jackson. To have achieved the splendid results now laid before you entitles him and the other members of the staff, I think to the thanks and recognition of shareholders. (Hear, hear.) Feeling that I shall be merely anticipating the general wish of the shareholders, I propose, with consent of my colleagues on the board, doing ourselves the pleasure of submitting a resolution before we separate to give them a bonus of not exceeding 20 per cent on the salaries paid to them during last year. (Hear, hear.) In conclusion I should like to acknowledge the

valuable service of Mr. C. W. Wrightson and Mr. G. W. Gilbour as directors of the association during the time they were on the board. Before putting the formal resolution to the meeting passing the report and accounts I shall be very glad to answer to the best of my ability and question any shareholders may wish to put.

There being no questions the following resolutions were put to the meeting and adopted unanimously:—

Proposed by the chairman, seconded by Mr. Such:—That the report and directors' statement of accounts for the twelve months ending the 31st of December, 1904 be accepted and passed.

Proposed by the chairman, seconded by Mr. Skottowe:—That a dividend at the rate of 25 per cent, being \$15 per share on the paid-up capital of the association be declared, payable in cheques at exchange 73 on the 15th inst. at the Chartered Bank of India, Australia, and China or the Hongkong and Shanghai Banking Corporation, Shanghai, to shareholders of record on the 15th of April 1905.

Proposed by Mr. Weir, seconded by Mr. Rivin:—That Messrs. E. B. Skottowe and R. I. Fearon be elected directors of the Association and also that Messrs. J. M. Young, John Prentice and H. J. Such be re-elected directors, to serve until the next ordinary general meeting of shareholders.

Proposed by Mr. Ambrose, seconded by Mr. J. Cooper:—That Mr. G. H. Thomson be elected auditor to serve until the next ordinary general meeting of shareholders, and that his remuneration be £125 per annum.

Proposed by the chairman, seconded by Mr. J. Cooper:—That the directors are hereby directed and authorised to pay to the secretary and staff of the association a bonus on their salaries for last year and that it be left to the board to decide the amounts to be paid, which however shall in no case exceed 20 per cent.

Mr. Jackson said that on his own behalf and on behalf of the staff he would like to thank Mr. Young very much for the kind remarks he had made about them. They appreciated it very much. He also thanked the shareholders for voting them a substantial bonus, which he need hardly say was also much appreciated.

The meeting then terminated.—N. C. D. News.

CRICKET LEAGUE.

The following is the League table up to date.

Club.	Played.	Won.	Lost.	Drawn.	Points.
Craigengower.....	18	12	4	2	36
10 wicket.....	12	6	0	0	36
A. O. C.....	18	11	5	2	35
H. K. C. C. A.....	17	10	3	4	34
R. E.....	18	8	5	5	28
R. E. Police.....	17	7	5	5	26
R. E. S. S. C. Co.....	16	6	8	2	20
Civil Service.....	18	5	10	3	18
R. A. M. C.....	15	4	11	0	12
Parsons.....	0	0	0	0	withdrawn.

A BUSINESS PLAN FOR PEACE.

HOW COMMERCE HAS LED DIPLOMACY.

SPEECH BY SIR THOMAS BARCLAY.

A plea for peace from a somewhat new standpoint—its relation to the commerce of the world—was made recently by Sir Thomas Barclay, the distinguished promoter of international peace, in a speech delivered at Peterborough, England, under the auspices of the local Peace Society.

Sir Thomas spoke in support of a motion, subsequently carried, expressing the fervent hope that all who had it in their power to promote friendly relations among the nations would co-operate for the consolidation of those which already existed, and for the extension of similar friendly relations with other countries. He said there was a very intimate connection between a nation's prosperity and peace. It had been said over and over again that the sinews of war were money. Well the sinews of money were peace, so it was a sort of vicious circle—to fight you must have peace. "We are not at war with anybody at present," said Sir Thomas, "but we are paying a war rate, and that is not the only thing we are paying." He pointed out that King Edward had pledged himself to peace, and so had some of our foremost men. What was the meaning of all this keenness to figure as advocates of peace? It was because we felt the effect of war; we had gone through it, and we knew what it was, and as object-lesson was far better than all the theory that could be conjured up. (Applause.) How had it come about? Simply because the business men of the country did not approve of war any more—it was no longer profitable. (Laughter and applause.) He referred to the threatened boycott of the French Exhibition of 1903 on account of certain unfavourable comments by the French papers on the floor war and disgusting caricatures published of the late Queen, and described how he got British commercial men to cross over to Paris and show that they had no hostile feelings towards the French. They went over 800 strong from 76 of the leading industrial centres, and met with such a reception as only the French can give. "They defied Government and diplomacy, and all that rag-battle of officialism, and held out their hands to the French, and said, 'Look here we're business men; you're business men. We're not going to have this bickering any further. We pay the piper and we're not going to pay the piper if it's going on. We are ready to shake hands with you. Will you shake hands with us?' 'Yes,' was their reply, and there was an end of the matter, and the Governments had simply to tuck their little heads in. (Applause.) That was the beginning of the Anglo-French rapprochement."

"When the King paid his memorable visit to Paris, every French and British Chamber of Commerce had passed resolutions in favour of it; two millions of English workmen had passed resolutions in favour of it; a million co-operators, the independent clergy of both countries, had passed resolution in favour of it, and the greatest politicians on both sides had written letters highly approving of it. (Applause.) It was entirely non-political—just as much on the one side of the Channel as on the other, and so it was quite natural when the King came that he should get a splendid reception, and he got it—(applause)—and he did a very wise thing, because he followed the wishes of his people, which it is the duty of the King to do. (Hear, hear, and applause.) With that tact which characterises him, he saw that the month had come when he could do a good stroke of national business, and he did it. Then came the treaty of arbitration and treaty of peace without war. The rest was for diplomacy; we had done the work, and diplomacy had to tidy it up. We were able to show by those treaties that the difficulties between two great countries could be adjusted without bloodshed. (Applause.) That is what the business men of England and France have done for the cause of peace between these two countries."

Sir Thomas had his doubts whether we should ever have the same feelings towards the Germans as we have for the French. The Germans were very much like ourselves—hard-headed business men; who looked to interest above everything. But the trade of a country depended upon its friends, and if we had enemies anywhere, our trade was bound to suffer. We must look to that element in our calculations—we could not afford to do otherwise. We had a great deal to learn from the Germans, and he showed that they beat us in many markets, because they spent more on their productive machinery, and were ready to break it up when they found it behind the wire. He was to address a meeting at Berlin the following month, at which all trades and interests in Germany would be represented. The idea was that German traders and manufacturers would have to come into this peace combine—this trust in favour of peace, because it came to that. They were going to move forward arm-in-arm in this part of Europe, and put their feet down upon war. (Loud applause.)

The speaker drew attention to the costly character of the Russo-Japanese war, now raging. Japan would accept mediation; USA would not, although they had proposed that very clause at the Hague convention, under which mediation was offered.

"Now," concluded Sir Thomas, "I don't want to lay the charge of brutality against any Government, but I very strongly suspect that they have all offered mediation in a very half-hearted way—they have offered it with an arrière-pensée; there is an idea that this war may perhaps be rather beneficial to Western Europe, because it will put both Japan and Russia out of the running. To Germany, I believe this war is not displeasing, because Russia was a danger to Germany, and it has been a revelation to France that she has been leaning upon Russia. The entente between France and England has in this, as in other ways, changed the whole configuration of things throughout the world. The Russians have become isolated from the rest of Europe; France becomes the friend of England, and Germany now seeks to join France and England. It is a complete shake-up of the relations of nations with each other. But cannot we do something all the same to stop this war? I think all the municipalities of Western Europe, all the organised societies, all the Chambers of Commerce, all the trades unions ought to pass resolutions against this war, and send them to the Japanese and the Russian Governments, but to their own Governments to force them publicly before the whole world, to offer mediation and then I should like to see whether the Russians would refuse it. (Loud Applause.)"

If we could get our Government and the French Government to openly, before the whole world, say, 'the people of this country consider this war a horrible thing, an inhuman thing, a useless thing; I am trying to an end or accept mediation; I am sure affairs would assume a different complexion.' Still, we need never despair, let us go on and on, and even if we do not get mediation, at any rate we shall show that the people of this country and France are determined to continue the work they have begun as between themselves, and to try to secure the peace of the civilised world for some time to come." (Loud and continued applause.)

and he did a very wise thing, because he followed the wishes of his people, which it is the duty of the King to do. (Hear, hear, and applause.) With that tact which characterises him, he saw that the month had come when he could do a good stroke of national business, and he did it. Then came the treaty of arbitration and treaty of peace without war. The rest was for diplomacy; we had done the work, and diplomacy had to tidy it up. We were able to show by those treaties that the difficulties between two great countries could be adjusted without bloodshed. (Applause.) That is what the business men of England and France have done for the cause of peace between these two countries."

Sir Thomas had his doubts whether we should ever have the same feelings towards the Germans as we have for the French. The Germans were very much like ourselves—hard-headed business men; who looked to interest above everything. But the trade of a country depended upon its friends, and if we had enemies anywhere, our trade was bound to suffer. We must look to that element in our calculations—we could not afford to do otherwise. We had a great deal to learn from the Germans, and he showed that they beat us in many markets, because they spent more on their productive machinery, and were ready to break it up when they found it behind the wire. He was to address a meeting at Berlin the following month, at which all trades and interests in Germany would be represented. The idea was that German traders and manufacturers would have to come into this peace combine—this trust in favour of peace, because it came to that. They were going to move forward arm-in-arm in this part of Europe, and put their feet down upon war. (Loud applause.)

The speaker drew attention to the costly character of the Russo-Japanese war, now raging. Japan would accept mediation; USA would not, although they had proposed that very clause at the Hague convention, under which mediation was offered.

"Now," concluded Sir Thomas, "I don't want to lay the charge of brutality against any Government, but I very strongly suspect that they have all offered mediation in a very half-hearted way—they have offered it with an arrière-pensée; there is an idea that this war may perhaps be rather beneficial to Western Europe, because it will put both Japan and Russia out of the running. To Germany, I believe this war is not displeasing, because Russia was a danger to Germany, and it has been a revelation to France that she has been leaning upon Russia. The entente between France and England has in this, as in other ways, changed the whole configuration of things throughout the world. The Russians have become isolated from the rest of Europe; France becomes the friend of England, and Germany now seeks to join France and England. It is a complete shake-up of the relations of nations with each other. But cannot we do something all the same to stop this war? I think all the municipalities of Western Europe, all the organised societies, all the Chambers of Commerce, all the trades unions ought to pass resolutions against this war, and send them to the Japanese and the Russian Governments, but to their own Governments to force them publicly before the whole world, to offer mediation and then I should like to see whether the Russians would refuse it. (Loud Applause.)"

If we could get our Government and the French Government to openly, before the whole world, say, 'the people of this country consider this war a horrible thing, an inhuman thing, a useless thing; I am trying to an end or accept mediation; I am sure affairs would assume a different complexion.' Still, we need never despair, let us go on and on, and even if we do not get mediation, at any rate we shall show that the people of this country and France are determined to continue the work they have begun as between themselves, and to try to secure the peace of the civilised world for some time to come." (Loud and continued applause.)

COMMERCIAL.

Advices from Shanghai, of 13th inst., state:—Business reported—Hankow and Shanghai Banks at \$775 Ex. 73. Shinghai and Hongkong Wharves at Tls. 190 cash and Tls. 191/195 for July. Tugs "Ord" at Tls 53/54. Indo-China at Tls. 91/92 for July. Farnham, Boyd at Tls. 157 cash, Tls. 158 for May, and Tls. 162/164 for July. Langkats at Tls. 240 cash, and Tls. 242/255 for July. Weeks & Co. at \$10.

Business done direct—Shanghai and Hongkong Wharves at Tls. 188 cash, Tls. 193 for June, Tls. 195 for July and Tls. 200 for Sept. Canton Insurance at \$294. Ewos at Tls. 40 for April. International at Tls. 283. Langkats at Tls. 473 for June.

SHANGHAI FREIGHT.

In their freight market report of 13th inst., Messrs. Wheelock & Co., state—

Our homeward freight market is very quiet indeed and cargo is unusually backward considering the season of the year, there being very little cargo offering here in any direction and very little transhipment—cargo from the North or the Outposts.

Coastwise.—The improvement noted in our last list continues, and there is a fair demand for tonnage trip-wise in various directions on the coast, as well as for coal from Japan to this, and the Shanghai rate has in consequence gone up to \$.70 with an upward tendency. Inquiries on "Time," however, have been rather conspicuous by their absence lately, so many boats have been taken up on a monthly basis in Japan that all requirements have been practically filled for the present.

COAL REPORT.

Writing from Shanghai on 13th inst., Messrs. Wheelock and Co. state:—The market is very firm for good kinds, and is nearly exhausted excepting for a considerable quantity of common stuff. There is a great scarcity in Japan owing to the difficulty of transport from the mines to ports of shipment, the bulk of the cars and locomotives having been taken by the government for their own purposes. How long this condition of affairs is to last it is impossible to predict.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 17th at 11.40 a.m. The barometer has fallen rapidly over Japan, and risen over China. The depression, which appears to have deepened considerably, is moving Eastwards over Japan, its centre being near the Kii channel. It is followed by an area of high pressure now lying over Central China.

Gradients moderate in the South and fresh N. to N.E. winds will prevail in the Formosa Channel and N. part of the China Sea.

Forecast.—Fresh N. to N.E. winds; fine.

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

"SUNGKIANG" FIRE, APRIL 29TH, 1904.

SHIPERS, Underwriters and others are hereby notified that the GENERAL AVERAGE STATEMENT will be closed on 15TH MAY, 1905, and that all Claims not sent in to the Underwriters before that date cannot be included in the Statement.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th April, 1905. [485]

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 21st and 24th instant. Hongkong, 17th April, 1905. [483]

MASONIC QUADRILLE CLUB.

A SMOKE CONCERT will be given under the auspices of the MASONIC QUADRILLE CLUB, on

THURSDAY,

the 20th instant,

in the old Chamber of Commerce Room, CITY HALL, Commencing at 8.30 P.M.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	25th April.
GLASGOW and LIVERPOOL	"MOYUNE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KALISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	19th April.
ALL PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	18th April.
NINGPO and SHANGHAI	"TAIWAN"	18th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE...	"TAIYUAN"	22nd "
CEBU	"TAMING"	24th "
ILOILO	"PROVIDENCE"	24th "
MANILA	"SUNGKANG"	25th "
TSINGTAO, CHEFOO and TIENSIN	"KANSU"	25th "
KOBE	"TSINAN"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

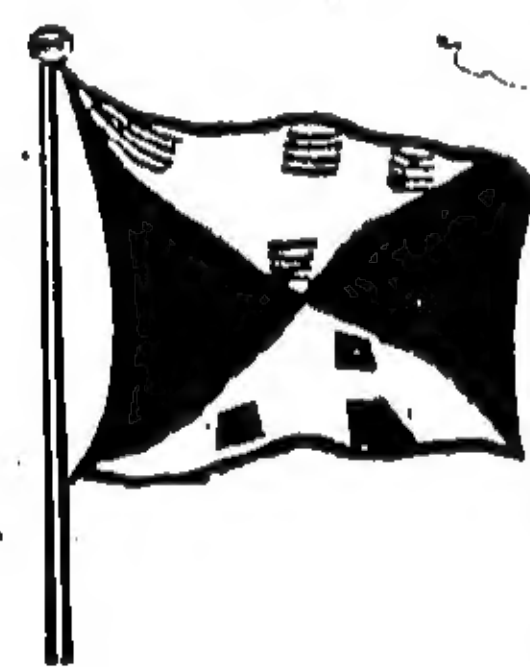
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	A. H. Nolley	MANILA via AMOY	SATURDAY, 22nd April, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 25th, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation, Un-
valued Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4

Meals\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SWATOW and SHANGHAI	"FOOSHING"	TUESDAY, 18th April, Noon.
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 20th April, 4 P.M.
MANILA	"LOONGSANG"	THURSDAY, 20th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 22nd April, 4 P.M.
SWATOW, CHEFOO and TIENSIN	"WOSANG"	SUNDAY, 23rd April, Daylight.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th April, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the
above Ports, TO-MORROW, the 18th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 17th April, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"DUMBEA."

Captain Boyer, will be despatched for the
above Ports, on or about TUESDAY, the 18th
instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the
above Ports, on SATURDAY, the 6th proximo,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

Steamship	About
"LOWTHER CASTLE"	19th April, 1905.
"SAGAMI"	20th May, "
"HINDUSTAN"	6th June, "
"ERROLL"	following.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 11th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents, Return, 25 cents; Steerage, 10 cents.
Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SWATOW and SHANGHAI	"FOOSHING"	TUESDAY, 18th April, Noon.
NINGPO and SHANGHAI	"HANGSANG"	THURSDAY, 20th April, 4 P.M.
MANILA	"LOONGSANG"	THURSDAY, 20th April, 4 P.M.
SHANGHAI	"HINSANG"	SATURDAY, 22nd April, 4 P.M.
SWATOW, CHEFOO and TIENSIN	"WOSANG"	SUNDAY, 23rd April, Daylight.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	WEDNESDAY, 26th April, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"POONA."FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., S.S. *Peninsular*.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th April, 1905.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PREUSSEN"having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 4 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 20th instant, at
9.30 A.M.All Claims must reach us before the 25th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 13th April, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. on WEDNESDAY, the
19th instant, will be landed at Consignees' risk
and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th April, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.The above Steamer having arrived, Consignees
of Cargo are hereby informed that their Goods
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 13th April, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.THE Steamship
"GLENLOCHY."having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.Goods not cleared by the 20th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.McGREGOR BROS. & GOW.
Hongkong, 13th April, 1905.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STOREat
No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 6th December, 1904.

[60]

Jobbing Department.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

Shipping.

Arrivals

Nam Sang, Br. s.s., 2,591, Geo. Payne, 15th April—Calcutta 1st April, via Penang and Singapore 9th Gen.—J. M. & Co.

Borneo, Ger. s.s., 1,344, E. Mühle, 15th April—Sankana 10th April, Timber and Gen.—B. & S.

Phra Nang, Ger. s.s., 1,021, F. v. Mangelsdorff, 15th April—Kohsichang 9th April, Rice—B. & S.

Björnsen, Nor. s.s., 735, C. Olsen, 15th April—Anping via Amoy and Swatow 15th April, Gen.—O. S. K.

Hohstein, Ger. s.s., 1,275, H. Hamer, 15th April—Moj 8th April, Coal—M. B. K.

Paklat, Ger. s.s., 1,018, H. Dimes, 15th April—Bangkok 8th April, Rice and Wood—B. & S.

Indramayo, Br. s.s., 3,370, R. P. Craven, 15th April—Manila 15th April, Gen.—J. M. & Co.

Florida, Br. s.s., 2,336, H. P. Hansen, 15th April—Casebo 10th April, Ballast—Order.

Telemachus, Br. s.s., 4,802, J. H. Goodwin, 16th April—Liverpool 19th Mar. and Singapore 11th April, Gen.—B. & S.

Mathilde, Ger. s.s., 678, A. Ulderup, 16th April—Haiphong 13th April, and Hoihow 15th, Gen.—J. & Co.

Haimun, Br. s.s., 635, A. J. Robson, 16th April—Swatow 15th April, Gen.—D. L. & Co.

Barotse, Br. s.s., 2,619, A. Lee, 16th April—Shanghai 13th April, Gen.—N. Y. K.

Sikh, Br. s.s., 3,210, Rowley, 16th April—Chefoo 11th April, Gen.—L. & Co.

Taiwan, Br. s.s., 1,109, H. G. L. & Co., 16th April—Canton 15th April, Gen.—B. & S.

Brunhilde, Ger. s.s., 854, H. Selek, 16th April—Bangkok 9th April, Rice—W. & Co.

Tonkin, Fr. s.s., 6,375, Charbonnel, 17th April—Yokohama 11th April, Mails and Gen.—M. M.

Loongiang, Br. s.s., 1,092, G. S. Weigall, 17th April—Manila 14th April, Gen.—J. M. & Co.

North Anglia, Br. s.s., 1,531, Hood, 17th April—Cardiff 18th Feb. Coal—A. K. & Co.

E-Sang, Br. s.s., 1,127, S. J. Payne, 17th April—Tientsin and Chefoo 10th April, Gen.—J. M. & Co.

Hanoi, Fr. s.s., 730, P. Merlees, 17th April—Haiphong and Hoihow 16th April, Gen.—A. R. M.

Clearances at the Harbour Office.

Ataka, for Canton.

Lincolnshire, for Yokohama.

Kung On, for Saigon.

Kwongchow, for Canton.

Vigilant, for Canton.

Zai On, for Canton.

Proxima, for Bangkok.

Sikh, for Natal.

Protus, for Swatow.

Kiang, for Canton.

Wongkai, for Swatow.

Kwang Fai, for Canton.

Pak Kong, for West River.

Winghai, for Macao.

Tah Hing, for West River.

Zinlan, for West River.

Hongkong, for Haiphong.

Mathilde, for Quinhon.

Despatches.

April 16.

Haitan, for Swatow.

April 17.

Empire, for Moji.

Haitan, for Kwongchow-wan.

Hongkong, for Haiphong.

Poon, for Shanghai.

Passengers.

Per Telemachus, from Singapore—360 Chinese.

Per Björnsen, from Coast Ports—130 Chinese.

Per Haimun, from Swatow—Messrs. Lyons, Williams, Henry, and 100 Chinese.

Per Borneo, from Sandakan—Messrs. R. W. Deas, W. Z. Dick, 75 Chinese, and 2 Japanese.

Per Namrang, from Calcutta, &c.—Mr. and Mrs. Truster, Miss Truster, Masters C. R. and W. H. Truster, Dr. and Mrs. Vail, Messrs. Houghton (2), Mrs. Mullen, Messrs. Babcock, Senhouse, Taylor (2), and 700 Chinese.

Per Loongiang, from Manila—Col. and Mrs. Van Ordale, Mr. and Mrs. G. Turner, Mrs. M. E. Leeper, Mrs. S. B. Buck and 2 children, Messrs. M. St. Gar, Charleston Miller, A. A. Bear, E. E. Lawson, Andrews, L. H. Lick, C. K. Blitt, C. J. Anderson, Hyatt, Emil Domerson and F. Winkelmann.

Passengers departed.

Per Zafra, for Manila—Mrs. S. Maritima, Mr. J. Loyaga, Master Loyaga, Mr. and Mrs. Oliver, Messrs. A. Robinson, J. Blaugren, S. Sen, Dessaner, Misses P. Urquico, Chas. Bernhardt, Messrs. S. Chabalas, E. H. Swinley, M. Urquico, Miss A. Urquico and Mr. L. Weaver.

Shipping Report.

Str. Phra Nang from Kohsichang—Fine weather, S'ly wind.

Str. Haimun from Coast Ports—Moderate wind and sea, thick fog.

Str. Namrang from Calcutta—Light variable winds, and smooth sea throughout.

Str. Indramayo from Manila—Very fine weather from Manila to SE. Wagon, then dense fog, at Friday morning anchored off SE. Wagon.

Vessels in Port.

STEAMERS.

Battersea Bridge, Br. s.s., 2,277, R. Chlovers, April—Cardiff 29th Jan. Coal—D. & Co., Ltd.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 10th April—Calcutta 25th Mar. Penang 21st and Singapore 4th April, Gen.—D. & Co., Ltd.

Dervent, Br. s.s., 1,652, Jenkins, 14th April—Panorakau (Java) 4th April, Sugar and Nuts—Man Fat & Co.

Estary, Br. s.s., 1,041, Hassfield, 14th April—Rangoon 30th Mar. Rice—Order.

Empress of India, Br. s.s., 3,032, O. P. Marshall, 11th April—Vancouver (B.C.) 20th Mar. and Shanghai 8th April, Mails and Gen.—C. P. R. Co.

Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April—Samarang 3rd April, Sugar and Cotton—J. M. & Co.

Glenesk, Br. s.s., 2,083, J. Rafferty, 13th April—Karatsu 7th April, Coal—McG. Bro. & Co.

Glenloch, Br. s.s., 2,997, E. J. Stallard, 13th April—Singapore 7th April, Gen.—McG. Bro. & Co.

Hockley Hall, Br. s.s., 2,377, Harris, 14th April—Cardiff via Sabang and Feb. Coal—Order.

Lennox, Br. s.s., 2,351, F. McVair, 4th April—Karatsu 31st Mar. Coal—D. & Co., Ltd.

Loosok, Ger. s.s., 1,020, G. Schultzen, 13th April—Bangkok 4th April, and Swatow 12th, Rice and Wood—B. & S.

Newton Hall, Br. s.s., 2,675, A. C. Huxter, 14th April—Cardiff 7th Feb. Coal—J. M. & Co.

Pollux, Nor. s.s., 779, C. Svendsen, 13th April—Rajag 6th April, Timber—Order.

Promiss, Nor. s.s., 714, P. Thorstensen, 13th April—Bangkok 5th April, Rice—Chin-nese.

Saint Helena, Br. s.s., 2,707, McKee, 14th April—Cardiff 8th Feb. Coal—Order.

Siberia, Am. s.s., 5,551, J. T. Smith, 10th April—San Francisco 3rd Mar. and Manila 8th April, Mails and Gen.—P. M. S. S. Co.

Singora, Ger. s.s., 1,754, P. Hermeling, 15th April—Bangkok 3rd April, Rice—M. & Co.

Tantar, Br. s.s., 2,768, E. Beetham, 15th April—Vancouver 7th Mar. and Shanghai 10th April, Gen.—C. P. R. Co.

Tear, Br. s.s., 1,465, A. Somerville, 14th April—Manila 11th April, Gen.—B. & S.

Tolosa, Ger. s.s., 2,200, Rosen, 14th April—Telngau 8th April, Coals—J. & Co.

Wongkok, Ger. s.s., 1,111, W. Reher, 11th April—Bangkok 4th April, Rice—H. & S.

Wosang, Br. s.s., 1,076, M. S. Malkin, 14th April—Canton 13th April, Gen.—J. M. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riner, 16th Mar.—Philadelphia 16th Oct. 1904, Case Oil—S. O. Co.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug. 1904, Petroleum—S. O. Co.

S. P. Hitchcock, Am. ship, 2,086, E. V. Gates, 22nd Mar.—from New York, Oil and Wax—S. O. Co.

West York, Br. ship, 720, W. J. L. Fosta, 13th April—Newcastle 15th Jan. Coal—E. A. T. Co.

Steamers Expected.

Vessel	From	Agents	Date
Dumbear	Saigon	M. M.	April 18
Tiipanas	Kobe	C. J. J. L.	April 18
Mongolia	Japan	P. M. Co.	April 19
Chusang	Singapore	P. & O. Co.	April 20
Langbank	Singapore	M. A. L.	April 21
Numanila	Portland	P. & A. Co.	April 21
Tydeus	Moji	B. & S.	April 23
Claverbum	New York	S. T. & Co.	April 23
Peon	Japan	M. & Co.	April 25
P. E. Friedrich	Colombo	M. & Co.	April 26
Emu	Japan	Vancouver	C. P. R. Co. May 1
Arabia	Portland	P. & A. Co.	May 1
P. Sigismund	Sydney	M. & Co.	May 8

Hongkong & Whampoa Dock Returns.

Alexander at Kowloon Dock.

H. M. S. Glory " "

Wo Sang " "

Kongnam " "

Thakka " "

Kinabau " "

Erna " "

Carl Diederichsen " "

Ships Passed The Canal.

Outward—25th March—Claverbum, Dum-bea, 28th March—Dionet, Bantu, Promithea, Senegambia, 1st April—Arcadia, Calchas, Yunnan, 4th April—Alesia, Benbow, C. Ferd. Latis, Dendighire, Nippon, Room, Sattuma, Socotra, Agincourt, Monksdon, Wik, Transit, 7th April—Ernest Simons, Verona, 8th April—Naralong, St. Egbert, Indian Monarch, 21st April—Charles, Trave, Tigerhorn, Kintuck, Athens, Wethon, Seferg, 15th April—Menelaus, Ningchow, Palermo, Almeria, Sultaur.

Homeward—28th March—Ajax, Glenogian, Ras Issa, 1st April—Caledonia, Duvalion, Formosa, Princess Alice, 14th April—St. Hugo, 15th April—John.

Arrivals at Home—25th March—Himalaya, 28th March—Glaucus, 31st March—Java, 1st April—Gullie, Ambria, Crocydon, China, Sach-en, 4th April—Ajax, 8th April—Ghaire, Caledonia, 11th April—Idomeneus, 15th April—Buccatun.

Post Office.

A Mail will close for—

Macao—Per Winghai, 18th April, 7:30 A.M.

Swatow, Singapore and Bangkok—Per Wongkai, 18th April, 9 A.M.

Quangchow-wan—Per Hoiching, 18th April, 10 A.M.

Swatow and Shanghai—Per Fooshing, 18th April, 10 A.M.

Saigon—Per Laertes, 18th April, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 18th April, 10:30 A.M.

Europe, &c., India, via Tuticorin—Per Tonkin, 18th April, 11 A.M.

Swatow, Amoy and Tamsui—Per Haimun, 18th April, 1 P.M.

Macao—Per Hwangshan, 18th April, 1:15 P.M.

Singapore, Penang and Calcutta—Per Catherine Apcar, 18th April, 2 P.M.

Manila—Per Tean, 18th April, 3 P.M.

Ningpo and Shanghai—Per Taiwan, 18th April, 3 P.M.

Swatow and Bangkok—Per Loosok, 19th April, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 19th April, 11 A.M.

Macao—Per Hwangshan, 19th April, 1:15 P.M.

Hollow and Haiphong—Per Hanoi, 20th April, 9 A.M.

Macao—Per Hwangshan, 20th April, 1:15 P.M.

Singapore, Batavia, Samarang, Sourabaya and Macassar—Per Tiipanas, 20th April, 3 P.M.

Ningpo and Shanghai—Per Hwangshan, 20th April, 3 P.M.

Manila—Per Loongiang, 20th April, 3 P.M.

Kongmoon, Kumchuk, Shihubing and Takling—Per Samut, 20th April, 3 P.M.

Macao—Per Hwangshan, 21st April, 1:15 P.M.

Amoy and Macao—Per Rubi, 21st April, 3 P.M.

Europe, &c., India, via Tuticorin—Per Simia, 22nd April, 11 A.M.

Macao—Per Hwangshan, 22nd April, 1:15 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 22nd April, 3 P.M.

Shanghai—Per Hwangshan, 22nd April, 3 P.M.

Amoy, Straits and Rangoon—Per Fundus, 22nd April, 5 P.M.

Swatow, Chefoo and Tientsin—Per Wosang, 22nd April, 5 P.M.

Cebu—Per Taiwan, 24th April, 3 P.M.

Holl—Per Providence, 24th April, 3 P.M.

Singapore, Penang and Calcutta—Per Namrang, 25th April, 4 P.M.

Holl—Per Sunghwan, 25th April, 5 P.M.

Kobe—Per Teian, 25th April, 3 P.M.

Telngau, Chefoo and Tientsin—Per Kansu, 25th April, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, 26th April, 11 A.M.

Singapore, Penang and Calcutta—Per Namrang, 26th April, 3 P.M.

Manila—Per Zafra, 29th April, 9 A.M.

Frederick, Wilhelmshafen, Hebeitsbohe, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Wildemar, 2nd May, 10 A.M.

Europe, &c., India, via Tuticorin—Per Armad Bahia, 2nd May, 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Empire, 6th May, 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7:30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

The next outgoing parcel mail to Europe per s.s. Simla will be closed on Thursday, the 20th inst., at 3 p.m.

VISITORS AT THE HOTELS.

HONGKONG.

Aitken, Mrs. Jones, Capt. R.

Baker, G. P. Jones, G.

Benedict, C. S. Karcher, O.

Bingham, Mr. & Mrs. Karcher, Mr. and Miss T. E. and child

Birkbeck, R. J. Kempf, H. H.

Bissell, W. S. Kerr, Mrs. L.

Bisney, S. Lewis, A. R.

Blair, D. K. Marriott, Dr. O.

Blackaden, Mr. and Mrs. F. W.

Mr. J. McAdan, T. P.

Boggs, Mr. and Mrs. Merry, W. T.

and infant Miller, P. L.

Bonnet, E. A. Moir, R. N. Mrs. W. M.

Bornard, F. Moon, Mr. & Mrs. E. M.

Bornard, M. Moses, A. C.

Bornard, G. Newington, A. G.

Bornard, Mrs. R. W. Nabury, E.

and child Parfit, W.

Bow, Mr. and Mrs. Pattie, Mrs. J. A.

W. Perkins, Mr. and Mrs. T. L.

Bray, Count and Countess and maid Pocklington, Mrs. E.

Bray, Dr. W. and 2 maids

Broughall, L. Fort, W. H.

Buck, Hart Prudhomme, Mr. and Mrs. Mrs.

Clark, Hon. Dr. Francis Ranney, F. O.

Clark, W. G. Ranney, Mrs. F. O.

Crichton, Mr. and Mrs. Roach, Mrs. J. S. and child

Ferry Cunningham, G. Robson, F. T.

Daniels, R. W. Campbell, Russell, Mr. E.

bell Schlumberger, Mrs. P.

Dallas, W. A. A.

Davis, F. O. Scott, A. S.

Davis, Mr. & Mrs. L. P. Scott, Mr. & Mrs. J. G.

Davis, Mrs. J. T. Seybold, Mr. and Mrs. G. E.

Decolgen, J. Sickel, Mr. and Mrs. H. B.

Deacon, F. B. Smyth, Mr. and Mrs. F.

Douglas, Capt. & Mrs. H. B.

Dunvige, F. J. Skott, C.

Dowling, Mr. and Mrs. Snowden, E. A.

T. C. Snowdon, Mr. F.

Edwards, G. H. Soller, Mr. and Mrs. E. M.

Emerson, A. Somerville, Geo.

Felver, C. F. Soper, C. H.

Fisher, H. G. Fugue, S. O.

Fugue, S. O. G. E.

Gavin, D. Stein, A. W.

Glover, C. Thornbrow, J. D.

Gray, A. W. Trimmell, W. J.

Gray, H. C. Wallach, E.

Hall, Capt. T. Wemyss, J. L.

Hanson, J. White, Mr. and Mrs. W.

Harding, R. Williams, G.

Hardy, Mrs. C. S. Woolmer, Mr. and Mrs. C. E.

Hart, J. F.

Hayes, Miss E. L.

Hurst, R. N., Engineer.

Capt.

OCCIDENTAL.

Andrews, Mrs. and Lowe, Mr. and Mrs. J. family

Chandler, Lieut. Marchant, Capt. and family

Fisher, Mr. Moser, E.

Garnett, Mrs. H. J. Muser, Mr. & Mrs. K.

Gerard, Capt. J. C. Munro, Miss A.

Heller, Dr. v. d. Nanpei, E.

Hollinger, Dr. H. Nanpei, E.

Hunt, Dr. F. Schick, O. F.

Keroven, Mrs. and Schlackier, Mrs. Capt. daughter

Krill, Mr. Williams, Mrs. G. W.

Kruebe, Capt. Windhorst, L.

Loimer, Mr. and Mrs. Winter, J. R.

CRAIGEBURN.

Burrell, H. J. O. Smith, E. Grant

Dann, G. H. Smith, Mr. and Mrs.

Franklin, G. Grant

Gaskell, Mr. and Mrs. Smith, H. Percy

Morrell, G. E. Webb, Mr. and Mrs.

Nicholls, E. A. Montague

Riadore, R. N., Lieut. Woodward, Mr. & Mrs. Commandant & Mrs. and children

PEAK.

Aucott, E. F. Louder, Mr.

Atkinson, R. D. Martin, R.

Beattie, J. M. Moxon, Mr. and Mrs.

Beattie, W. P. Herbert

Beattie, Capt. and Muella, J.

Mrs. and children Oliver, Mr. and Mrs.

Bunney, Col. and Mrs. Ollis, F. B.

F. W. and children O'Neill, J. L. Hough

Chibchester, Major and Painter, Maj. and Mrs.

Mrs. A. A. Parker, R. M., A. R.

Courtney, G. Parker, Mr.

Dixon, Mr. Parry, Major

Dymock, Lieut. A. Paxton, Capt. H. W.

Fitzwilliams, Capt. Phillips, Major

Gale, Capt. Pollock, L. C. Mr.

Groat, A. R. Rymer, Mr. and Mrs.

Gibson, Dr. and Mrs. Snelgar, Mr.

Hallingsworth, Mr. and Mrs. Smith, C. W.

Mrs. H. B. Smith, A. Findlay

Harker, B. Brotherton Smith, Mr. and Mrs.

Hanan, Mr. and Mrs. Speckhater, W. O. C.

Haynes, Col. England, F. A.

Heigston, A. Stokes, Mr.

Hett, Mr. and Mrs. Storey, Mr.

F. Tager Thomson, Mr. & Mrs. W.

Holborow, Mr. Uffel, W. von

Hudgins, D. Vandin, Gordon

Jeffries, H. U. Watkins, R. M., Capt.

Joseph, Mr. and Mrs. Isoling, Major C. L. and Mrs.

Kaye, Major and Mrs. White, Dr. and Mrs. M. J.

Lang, Mr.

KOWLOON.

Buxton, Lady H. Jones, Frederic

Campbell, Mr. and Mrs. Mitchell, Mr.

A. F. M. Stevenson, Lt.-Comdr.

Dunman, Mr. and Mrs. and Mrs.

Lewis Tuke, Capt. and Mrs.

Eustace, Bert. Watson, Mr. and Mrs.

Heiot, R. M. L. L. Capt. W. H.

and Mrs. Mackay

April 1st April 15 at 10 A.M. 49.79

Barometer 29.90

Temperature 79

Humidity 81

Rainfall 0.01

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	10	16,500	Captain R. Nelson Ommannay	Hongkong
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tulloch	Yangtze
Bombardier	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torless	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Mira Bay
Cherub	water tank and tug	390	2	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500		Sea route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	1,700	Lieut.-Commander Stenerson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo	6,400	14	21,000	Captain E. F. B. Charlton	Sea route from England
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship	1,540	—	800	Lieut. P. M. Riadore	Hongkong
Impetuous	cruiser, 2nd class	3,500	8	7,000	Captain William B. Fawcett	Singapore
Janus	torpedo boat destroyer	280	6	3,900	Reserve	Hongkong
Kilnash	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Mooreen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Great	Hongkong
Orar	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Rambler	surveying vessel	83	2	650	Commander C. E. Monro	Surveying
Roba	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	cruiser, 2nd class	3,500	8	7,000	Lieut.-Commander H. T. Atlay	Shanghai
Sigsbee	torpedo boat destroyer	250	6	2,400	Captain C. H. H. Moore	Lieut.-Commander Davidson
Sultry	cruiser, 1st class	12,000	14	21,000	Reserve	Yangtze
Tamar	receiving ship	4,050	5	—	Captain W. L. Grant	Singapore
Teal	river gunboat	180	2	800	Commander Dicken	Hongkong
Thetis	cruiser, 2nd class	3,400	8	9,000	Lieut.-Commander E. Secretan	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain J. A. C. Wilkinson	Singapore
Virago	torpedo boat destroyer	355	6	6,300	Captain Leslie Stuart, C.M.G.	On way to Spore
Waterwitch	surveying ship	620	4	450	Lieut.-Commander Gregory	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Commander R. W. Ghunle	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander C. E. L. Thomas	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
					Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.</

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for
MARSEILLES TO-MORROW, the 18th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC ... 2nd May.

S.S. DUMBEA ... 16th May.

S.S. ERNEST SIMONS ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th April, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"
Capt. F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Maldavia*, 5,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mace-
donia*, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 8th April, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i>	9,600	T. W. Garlick.	At April 23
<i>Lyla</i>	4,417	G. V. Williams.	" May 15
<i>Shawmut</i>	9,600	E. V. Roberts	" "

! Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Lyla 4,417 G. V. Williams At. May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 14th April, 1905. [8]

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 25, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Eilams Duplicator.

Hongkong, 23rd February, 1905. [64]

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awnings, &c. A brand new 34 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904. [61]

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORRISON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

Dentistry.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [67]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

Dentistry.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [67]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$1,493,408	Div. of £2.10/- and bonus of £1 @ ex- change 1/11 9/16—\$25.46 for second half-year 1904	\$780 sales London £80
National Bank of China, Limited	99,925	£7	£7	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$21,668	\$2 (London 3/6) for 1903	\$37
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$28 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.1.1904	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 Tls. 217,119	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$37,749 \$893,111 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$125,075 \$2,561 \$1,200,505	\$486,284	\$12 and \$3 special dividend for 1903	\$155 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,075 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1903	\$30 1/2 sellers
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,439	\$8,832	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$85,439 \$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	\$205,000 \$100,000	\$26,160	\$1 for second half-year 1904	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited ...	0,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16—\$5.378	\$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 43,762	Tls. 43,762	Tls. 24 1/2 final making Tls. 44 for 1904 ...	Tls. 54 sales
Do. (Preference)	100,000	£1	£1	\$4,000,000 \$4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904 ...	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts. }	\$37 1/2 \$28 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075 \$139,153	\$21,231	\$10 for 1904	\$12 1/2 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$139,153 Tls. 126,000 Tls. 276,679	\$21,231	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 ...	Tls. 28 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 ...	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$1,000,000	\$42,812	Final of \$15 making \$20 for 1904	\$220 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 1,635	Tls. 1,635	Tls. 24 for year ending 30.9.04	Tls. 55 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 £7,820	£7,820	No. 3 of 1/6	Tls. 71 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	30 cents making G. \$1 for 1904	O-47 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873 £4,029	£4,029	No. 12 of 1/- = 24 cents	\$4 buyers.
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473	\$8,577	\$3.75 for 1904	\$35
Hongkong & Kowloon Wharf and Godown, Co., Ltd. ...	40,000	\$50	\$50	\$10,000 \$300,000 \$250,000	\$29,422	Final of \$24 making \$5 for 1904	\$107 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500 \$60,000	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904	\$203 buyers
Howarth & Sons, Limited	12,000	\$100	\$100	\$60,000 \$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04 \$4 for 1903	\$250 buyers \$21
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$150,000 \$150,000	\$49,936	{ \$10 div. and \$1 bonus } for 1903	\$230 buyers \$111 1/2
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000 Tls. 900,000	\$49,936	\$7 dividend	Tls. 156
Do. (Preference)	4,750	\$100	\$100	Tls. 900,000 Tls. 487,210 Tls. 59,880	Tls. 48,753	\$7 dividend	Tls. 185
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904 ..	Tls. 185
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	\$20 for 2nd half year making \$26 for 1904 Tls. 18 for 1904	\$30 buyers Tls. 187 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,645	\$24 for year ended 30.6.1904	\$31
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500 Tls. 17,500	Tls. 2,762	Interim of Tls. 4	Tls. 150 sellers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none Tls. 41,000	\$9,989	\$24 for year ended 30.6.1904	\$31
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	\$100,000 \$10,000	Tls. 655	Interim of Tls. 4	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$250,000 Tls. 13,986	\$37,875	Final of \$6 making \$12 for 1904	\$129 sellers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986 \$200,994	Tls. 680	Tls. 0.874 for the year ending 31.3.1904 ...	Tls. 31 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000 None	\$11,958	90 cents for 1904	\$1240 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none \$377	\$377	\$3 for 1904	\$391 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	{ Tls. 3 final and Tls. 2 bonus making } Tls. 8 for 1904	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none Tls. 67,300	Tls. 670	Tls. 5 for 1904	Tls. 47
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	none Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none Tls. 5,150	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none Tls. 1,247	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	none Tls. 11,655	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 40 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none Tls. 32,862	\$32,862	50 cents for the year ending 31.7.04	\$161 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,629	Interim of 3 % a/c 1898	Tls. 38 1/2 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none Tls. 8,115	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares ... 4 % for 1897	Tls. 42 sales Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 8,115	Tls. 22,050		
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10			First year	\$9 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 sales
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	\$13 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none		First year	\$113 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	\$51
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	\$30
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	{ Interim of \$1.20 for 1904 None }	\$21 sellers \$100
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,253	{ Preferential of 7 per cent for 1904. \$1 for 1904	\$8 sales \$151 ex div.
China-Borneo Company, Limited	24,000	\$15	\$15	none	Nil.	Tls. 5 for 1904	Tls. 65
China Flour Mill Co., Limited	68,000	\$12	\$12	none	Nil.	None	\$24
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000 none	Tls. 718	\$8 cents for 1904	\$174 buyers
China Provident Loan & Mortgage Company, Ltd. ...	30,000	\$10	\$10	none	\$3,739	\$1 1/2 for year ending 31.7.1903	Tls. 35 sales
Dairy Farm Company, Limited	100,000	\$10	\$10	\$8,000	\$1,581	Tls. 5 for 1904	\$90 buyers
E. L. Mondon, Limited	25,000	\$2 1/2	\$6	none		\$5 div. and \$21 bonus for 1903	\$27 sales
Fraser and Neave, Limited	7,500	Tls. 50	Tls. 50	\$12,500 \$200,000	\$2,706	\$1 for 1904	\$17 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$25,000 \$186,000	\$95,054	First Year	\$17 sales
Do. (New Issue)	50,000	\$10	\$5	\$25,000 \$23,109	\$7,551	Final of \$1 1/2 making \$2 1/2	\$23 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$23,109 \$3,000	\$7,551	\$1 div. and 2 1/2 bonus for 1903	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,551	{ \$100 } for year ending 30.4.1904	\$174 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ 50 cents } for year ending 30.11.1904	\$11 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	\$50,000	\$2,795	\$15 for year ending 30.11.1904	\$200 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	\$145
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	{ Final of 70 cts. and 50 cts. bonus making } \$1.90 for the year ended 30.6.04	\$121 sellers
Kat Brothers, Limited	10,000	\$100	\$100	\$475,000	\$1,400	\$8 for 1904	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Interim of \$5	\$135 buyers
Maatschappij tot Mijl, Bosch en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 328,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	Tls. 240 sales
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1904	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$4,000	\$832	{ Final of \$3 making \$5 for the year ending } 30.6.04	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	\$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904 ...	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904 ...	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37 1/2 making \$7 1/2 for 1904	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$6 1/2 for year ended 31.7.1904	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	\$39,020	None	\$23 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	{ 60 cents for year ended 31.5.04 First year	\$7 buyers \$4 1/2 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	\$25,000	\$700	\$10 for second half year 1904	\$150 sales
Straits Trading Company, Limited	2,000	\$100	\$100	\$750,000 \$50,000	\$84,813	{ \$1 div. and 35 cents bonus for half year } ended 30.6.1904	\$42 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	T.Tls. 100
Tientsin Waterworks Co. Agency, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 2,810	Final of Tls. 4 making Tls. 8 for 1903/4 ...	T.Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$20,000	\$2,810	{ 90 cents } for year ended 31.5.1904	\$91 buyers
Do. (Founders)	100	\$10	\$10			{ \$2.70 }	\$160 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$388	Interim of 50 cents for year 1901/1905	\$113 buyers